

THE CANADIAN THRESHERMAN

~AND~

FARMER

A MAGAZINE FOR
THE FARM AND HOME

WINNIPEG

CANADA

DECEMBER, 1908



JOHN DEERE**PLOW CO., LTD.****JOHN DEERE**

Each pair of plows have a wheel between the beams. The gang is carried on this wheel when it is raised.

The plow beams, and bottoms, are flexible and independently attached to a triangular steel frame of very strong construction.

Breaker and stubble bottoms are interchangeable on the same beams.



Made in 6, 8, 10, 12 and 14 bottoms.

BIG ENGINE GANG

Mounted on wheels, all wheels completely covered; dust proof bearings; front wheels castor.

Frame covered with plank platform.

Beam hitch with screw adjustments; operator can adjust plow while in motion; individual gang of two plows operated with one lever.

VAN BRUNT DRILLS

The Drill that is beyond the experimental stage. Your time is too valuable during Seeding to bother with experts. Buy the Van Brunt that works in any and all conditions.

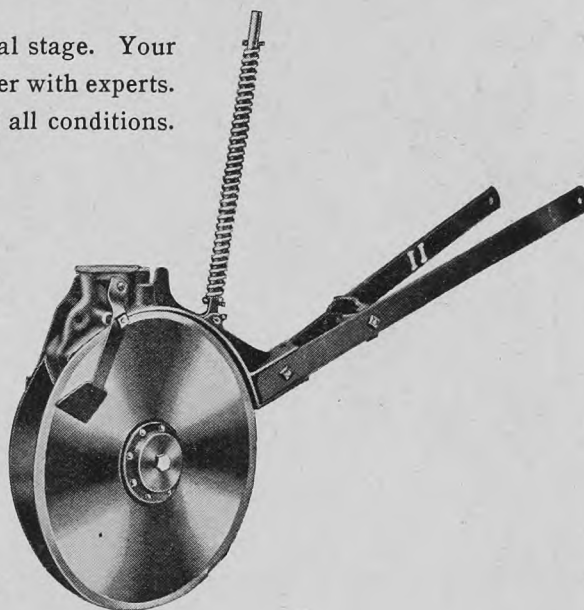
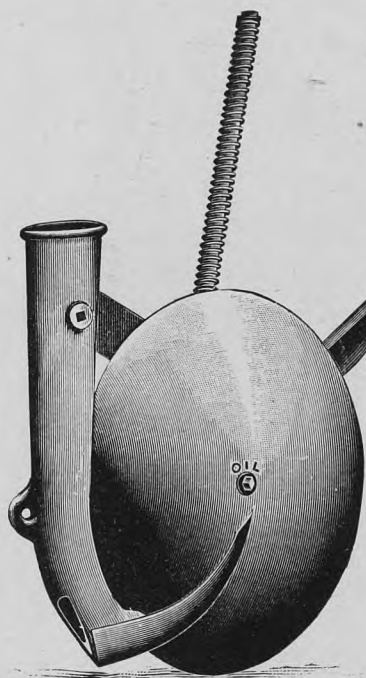
SINGLE DISC

THE draw bar being attached to the concave side of disc it does not clog, and the line of draft is direct from the centre of disc to frame. There is no side pull or drifting out of line.

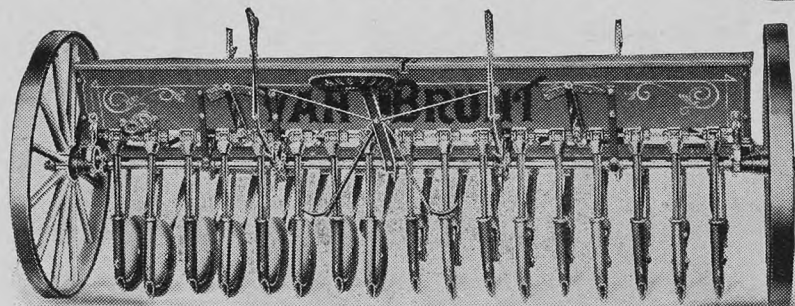
DOUBLE AND SINGLE DISC

ARE equipped with the Van Brunt dust-proof bearing made hard as glass; guaranteed not to wear out.

ONE OILING WILL LAST THE ENTIRE SEASON



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Made in 12, 14, 16, 17, 18, 20, 22 and 24 Single, Double Disc, and Shoe, Interchangeable.

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Brockville Buggies

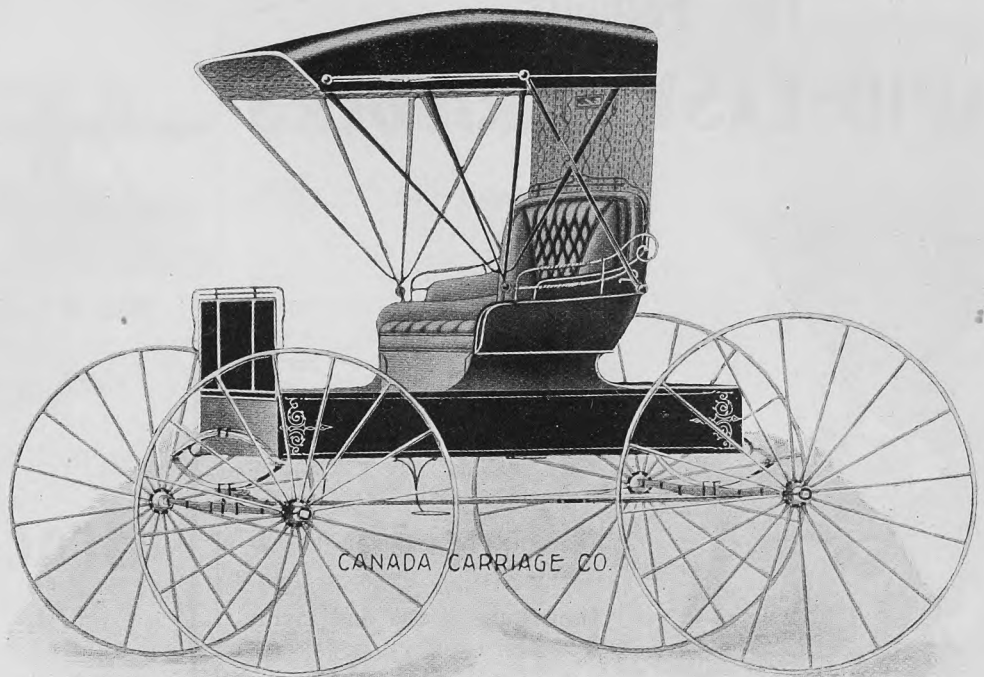
Canada's Standard

OUR Vehicle Catalogues are now in our Dealer's hands, showing cuts, and giving description of 155 different styles of vehicles.

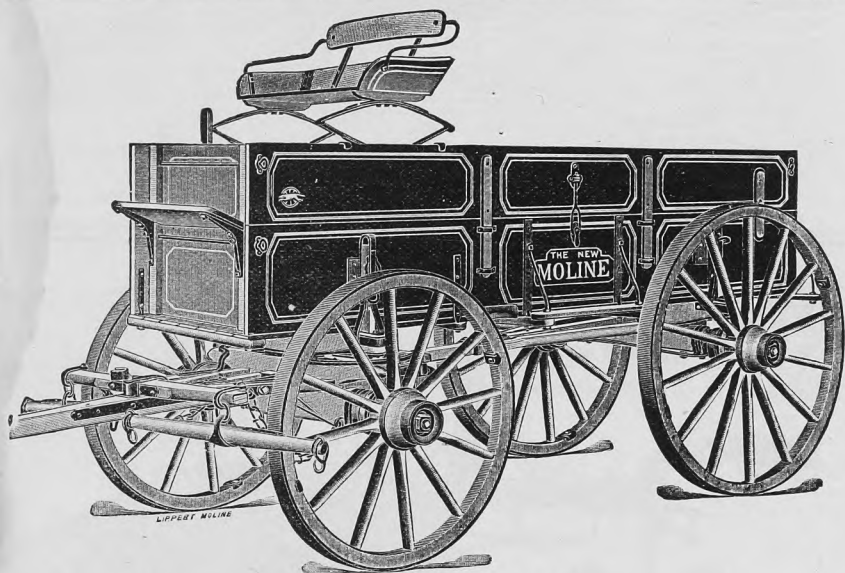
If you do not see what you want on the dealer's sample floor, ask him to show you our large vehicle Catalogue No. 36, and Reindeer Catalogue "A".

If your nearest dealer does not sell Brockville Buggies (Canada's Standard), or Reindeer work, write us direct and we will refer you to nearest agent.

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No. 553. BROCKVILLE.



New Moline Wagon

Glad in Iron, Shod with Steel

THE MOLINE WAGON consists of a hardwood foundation, with heavy iron and steel reinforcements. It not only has heavier pattern WOODWORK, but the IRON and the STEEL that doubles its durability, is of EXTRA SIZE, EXTRA WEIGHT and EXTRA STRENGTH.

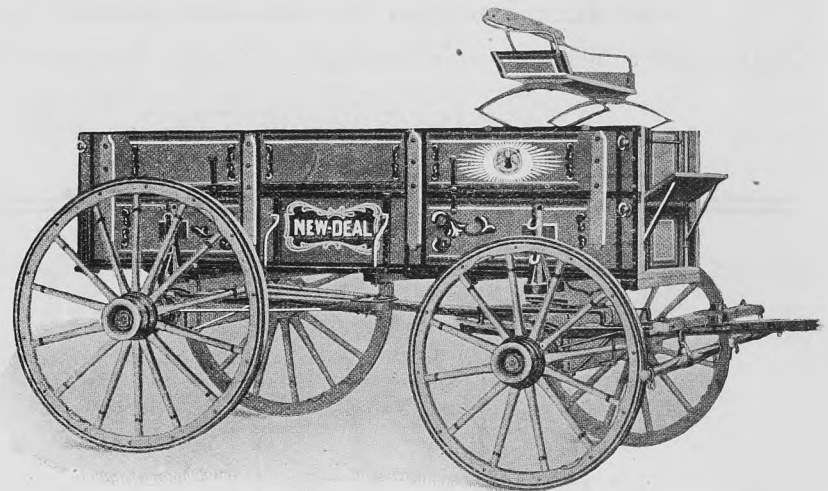
- Steel against steel at friction points.
- Iron protecting wood where strain is the greatest.
- Double bracing of gears and grain-tight box. Is it any wonder that farmers call this wagon the "IRONCLAD?"

Wagon Book Free.

Our master mechanic has written the story of the "Ironclad." We have published it in book form and, while they last, we are sending these books free to farmers who ask for them.

If you want a copy, just ask for it on a postal card. When you write, state the name of your nearest wagon dealer.

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New-Deal Wagon

NEW-DEAL WAGON is made of air-seasoned lumber.

NEW-DEAL WAGON is equipped with patent double collar skein.

NEW-DEAL WAGON skeins are dust proof, therefore, will hold grease longer, and run easier than others.

NEW-DEAL WAGON skein is heavier, belt is longer and larger, taking in more axle.

NEW-DEAL WAGON has rivetted grain cleats (not nailed or screwed).

NEW-DEAL WAGON has reinforced bottom, both front and rear.

NEW-DEAL WAGON has clipped gear both front and rear.

NEW-DEAL WAGON has a box that is flax tight.

NEW-DEAL WAGON is extra well painted, striped and finished.

NEW-DEAL WAGON possesses a great many distinctive features of merit.

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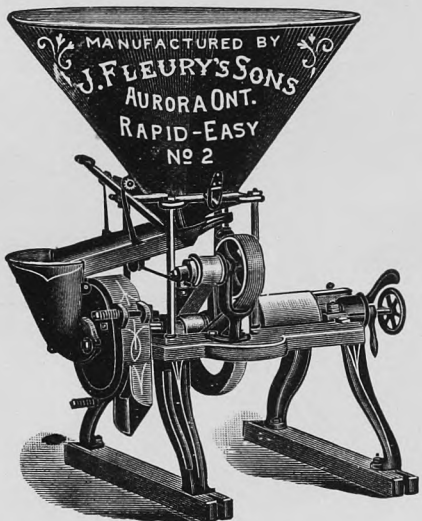
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The Famous "RAPID-EASY" GRINDERS



This Cut shows Grinder No. 2 (10 inch)
Patented Devices and Improvements.

The largest line made in Canada.

In sizes and styles (patterns) adapted to all powers—Tread or Sweep Power, Windmill, Gas or Steam Engine.

More work, of best quality, with same power than by any other grinders.

Construction and Finish perfect.

Thousands in use and giving highest satisfaction.

The best is cheapest; an inferior machine is dear at any price.

YOU want only the best.

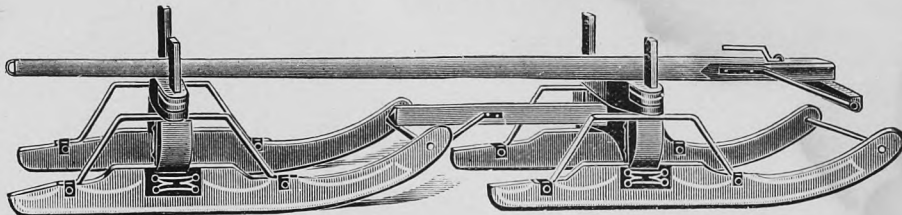
SPECIALLY ADAPTED TO FARMER'S WORK.

We also have a full line of Straw Cutters, Horse Powers, Wood Saws, Etc.

SOLE AGENTS FOR CANADIAN WEST.

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FARM SLEIGHS



Made in Three Sizes: 2 in., 2½ in., and 3 in. Runners with Steel Shoes and 2 in. and 2½ in. Runners with Cast Shoes.

Our Logging Sleigh is made with 3 in. Steel Shoes, 5 ft. Bolsters, and heavy Cross Chains.

These Sleighs are built right and made from A material.

Brockville Line of Cutters

HAVE THE FOLLOWING POINTS OF MERIT:

GEARS—

XXX hickory knees and beams.

Steel braces and steel channel shoes.

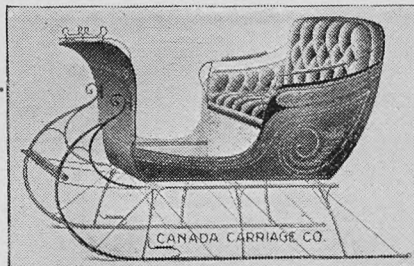
Shifting rod on detachable bar shafts.

BODIES—

White ash frames.

Three-ply dash, back and side panels.

Panel glued and screwed to frame.



TRIMMING—

Best Grade plush or wood dyed cloth.

Spring backs (removable).

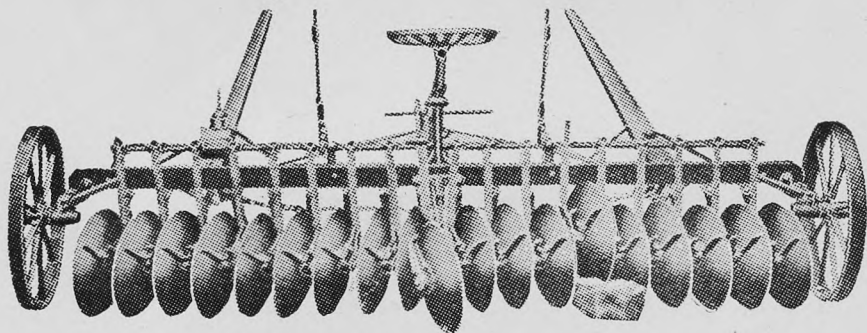
Spring cushions.

NICKEL PLATING
ON BRASS
GUARANTEED
NOT TO RUST.

WE CARRY A GOOD STOCK AT ALL OUR BRANCHES.

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DISC HARROWS



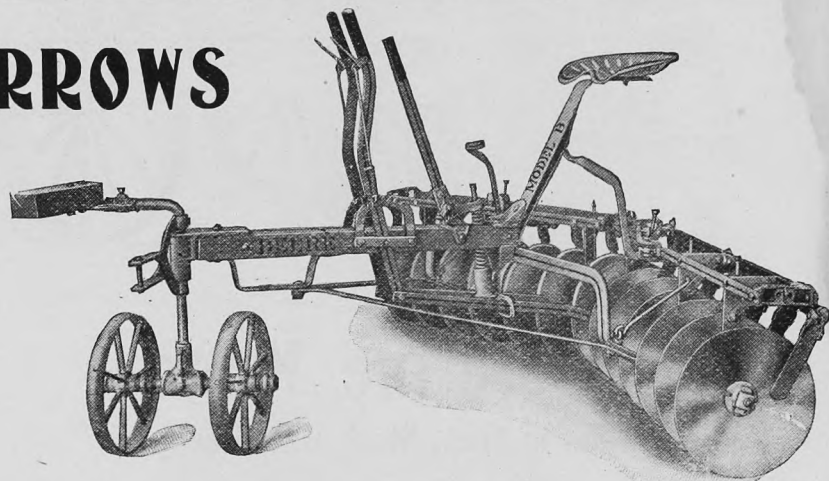
Cyclone Wheel Disc Harrow

EASY to move from one field to the other. No danger of dulling discs on hard road. Can be backed or turned anywhere. Each disc is independent and equipped with a pressure spring, the same as a grain drill.

More or less pressure can be applied at the will of the operator. For discing stubble fields, summer fallowing, or plowed land, it has no equal.

Can also be used as a weeder or cultivator, being that the discs can be set at any depth desired; the space between discs being thoroughly worked and much lighter draft than a cultivator.

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Model B. Disc Harrow with Tongue Truck

THE only really flexible disc harrow built. Spring pressure feature holds gangs to their work.

Bearings are hard maple (soaked in oil).

Steel shanks or standards, are strong and give more clearance.

Oscillating scraper (adjustable), will scrape where most needed.

Each gang is equipped with a large bumper in centre, taking end thrust.

Tongue Truck

Tongue truck is made universal to fit all makes of Deere Disc Harrows. The only truck made with set-over pole for 3-horse hitch.

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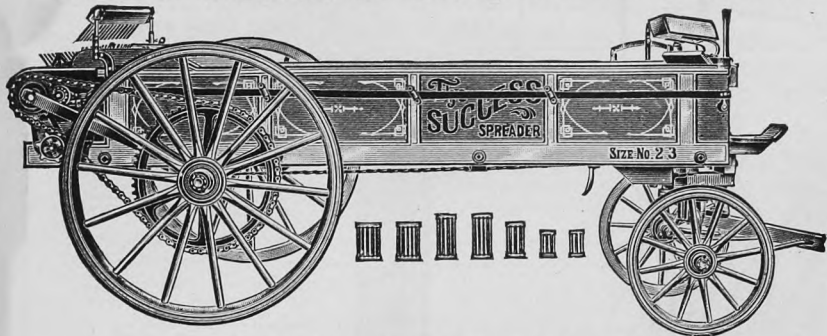
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The SUCCESS SPREADER Takes Another Step In Advance



Seven Sets of Roller-Bearings Settle the Matter of Draft

For many years the Success has been considered the typical manure spreader. It was first in the field. It had choice of necessary features. It tested and proved and patented for its own exclusive use all of the worthiest devices. And now it takes another step—a most important step—in advance of all other spreaders.

By its equipment with seven sets of roller-bearings—one set in each wheel, one at each end of spreading cylinder and one in cylinder driving mechanism—there is no question but that the Success

Runs a Horse Lighter than Any Other Spreader

All 1909 Success Spreaders will be equipped with these roller-bearings. It is a feature we have been working on for years and its value to spreader users cannot be over-estimated. The cold-rolled steel roller-bearings at the same time

Save the Horses and Save the machine

The roller-bearings do away with all friction and wear in the working parts; they lessen the shocks and strains from driving over rough, uneven ground; the entire machinery runs with less power, consequently with less breakage; they cause the Spreader to run almost as smoothly and evenly as a stationary machine.

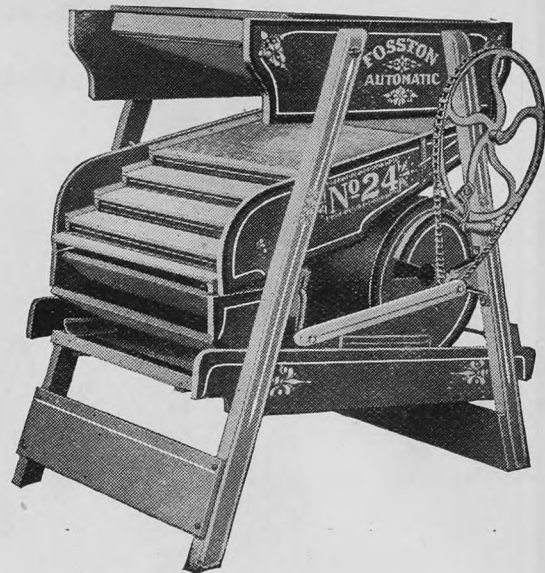
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The FOSSTON

WILL enable you
to rid your
field of wild oats.

Will take oats out
of wheat or flax bet-
ter than any other
mill made.

Absolutely the best
cleaner of all kinds of
grain ever invented.



Here are Fosston Facts:

The only Patented Feed Device—which allows grain in machine only when running. Feeds full width of sieves.

A Patented Gang for separating wild or tame oats from wheat. Composed of a series of nine perforated zinc screens.

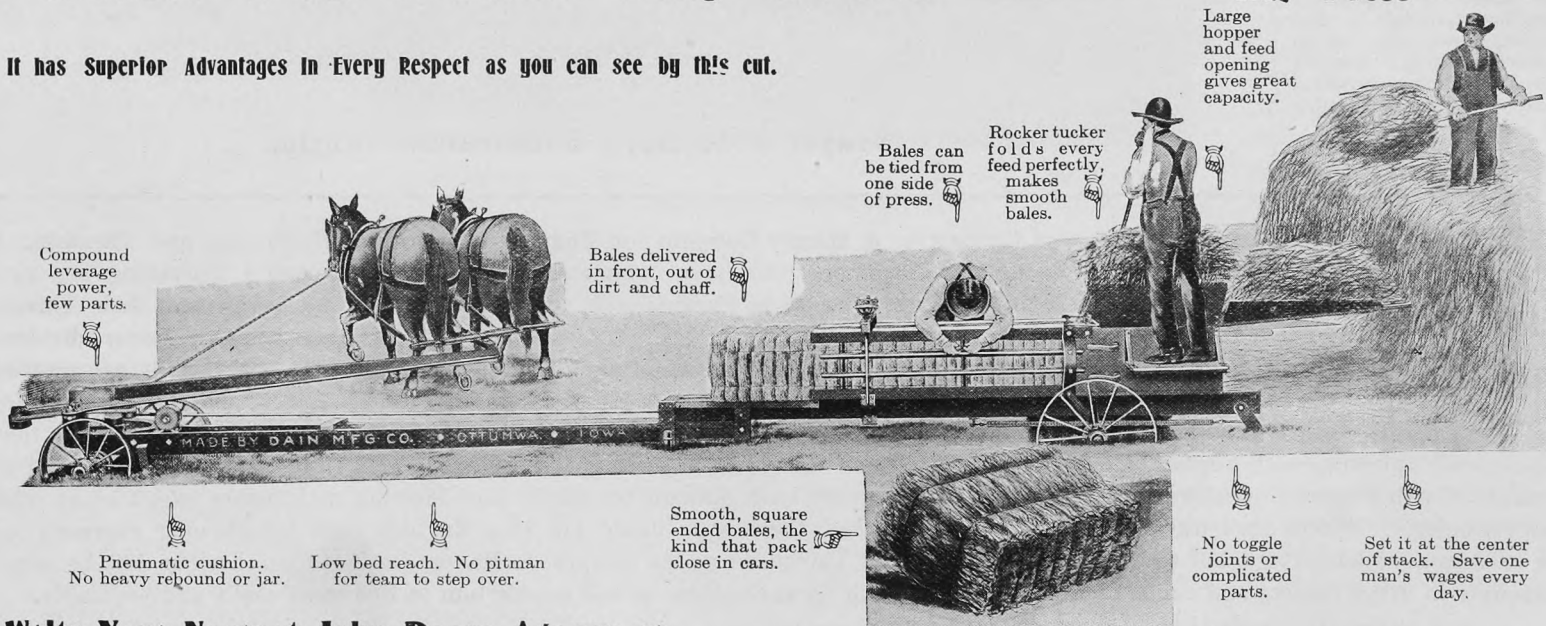
A Bottom screen thirty-six inches long. Under this screen is arranged a patented cleaning rack to keep bottom rack clean. Special attachment for separating wild or tame oats from barley. Screens for cleaning all kinds of grain. Bagger can be attached in five minutes.

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The DAIN Pull Power Hay Press

Is an All-Steel, Full-Circle, Two-Stroke Hay Press

It has Superior Advantages In Every Respect as you can see by this cut.



Write Your Nearest John Deere Agency or

DAIN MANUFACTURING COMPANY
Ottumwa Iowa.

When you buy a Hay Press you want a durable, dependable Press that has labor-saving money-making features.

When you buy a DAIN Pull Power Press you get all these features, you get the latest, up-to-date best Press made.

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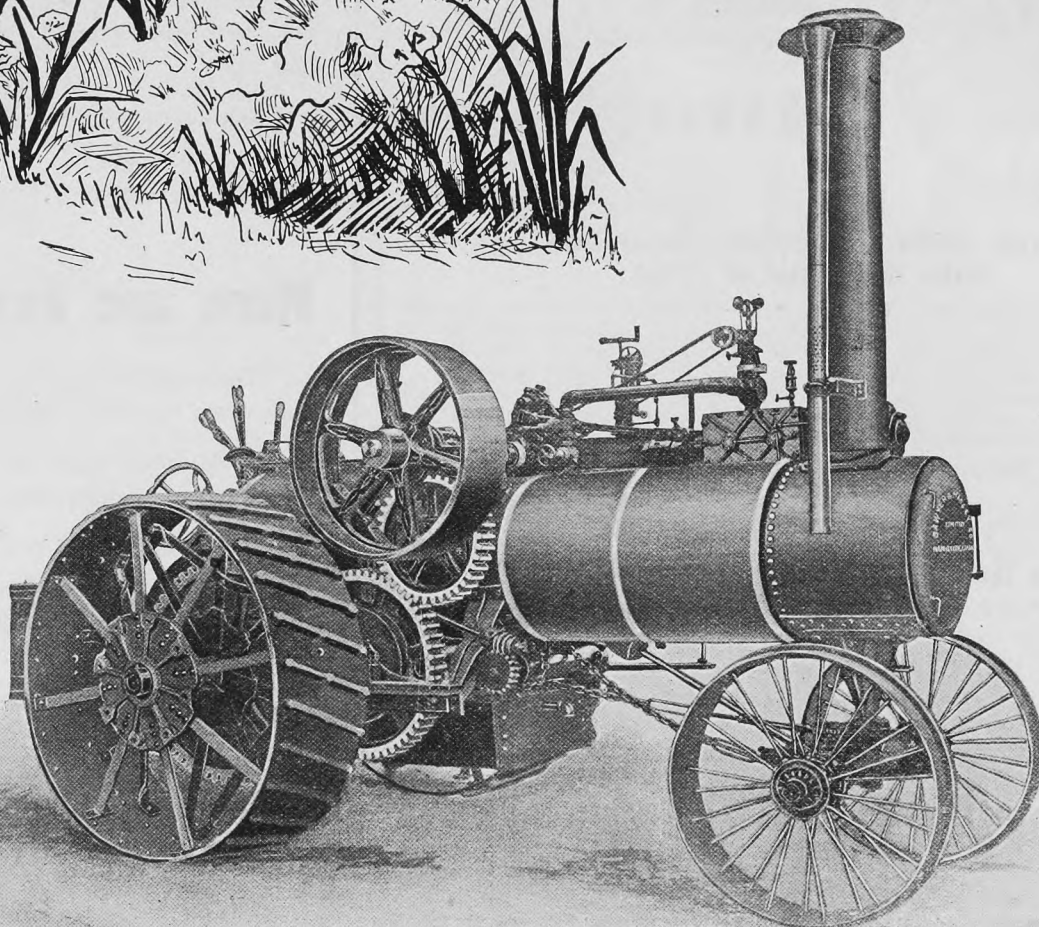
"SUCCESS LIES IN THAT WHICH IS NEAR, AND THE REASON MANY FAIL IS BECAUSE THEY LOOK FOR IT IN THINGS THAT ARE FOREIGN."

S. & M. Engines are Classed High=Grade. Why?

Because every square inch of their Boiler surface, every cog of their gears, every shaft, every ounce of metal used in their bearings, all the Brasses and Trimmings, are of a distinctly superior grade, entirely above those in general use.

It is necessarily so, otherwise they would not reach the standard exacted by the Sawyer & Massey Co. Their actual power is equal, and greater in proportion to their rated power than other Engines on the market.

You will find them in use in greater numbers than any other make throughout the Provinces of Canada, and the reason they are used in British Columbia to the exclusion of most makes, is because they pass readily the rigid Boiler inspection required by that Province, based on the English standard, which is so exacting as to prohibit the employment of the general run of Traction and Portable Engines.



Sawyer & Massey "Combination" Engine



THE best evidence of the fitness of the Sawyer & Massey Combination Engines to perform both Plowing and Threshing is due to the fact that Sawyer & Massey Customers who have completed a Season of successful Threshing are now engaged throughout the whole of North west Canada in Plowing with the same Engine that performed their Threshing. The man who is able to accomplish all this work with one Engine will certainly show a better dividend on the amount of his investment than those who have purchased an Engine for each purpose. There is no question this year as to the strength and pulling powers of the Sawyer & Massey Combination Engines. They are performing the work everywhere at a minimum cost for Repairs. Plowing with an S. & M. Engine is much less expensive than plowing with horses, so our Customers tell us. They are more rapid, there are practically no stops or delays whatever, and with Engine Power, work can be accomplished under such difficult conditions that Plowing with horses would be an utter impossibility. Where huge tracts of land have to be plowed, there is no doubt but that Engines built for Plowing expressly can be used to good advantage, but to the average Farmer and Thresherman the Sawyer & Massey Combination Engine will be found adequate in every respect and can be obtained at a price and on such terms as will enable him to finance it easily and profitably.

Full information can be obtained by writing the Winnipeg Office.

Yours for Value,

Sawyer & Massey Co. Limited.

(Established 1836)

Manufacturers of Engines, Threshers and Road Making Machinery
HAMILTON ————— and ————— WINNIPEG



Vol. XI.

WINNIPEG, CANADA, DECEMBER, 1908.

No. 12.



As a working newspaper man, as a contributor of fugitive articles and stories to magazines and periodicals, I know it shall never be, for it is not in the game. Sometimes, however, I harbor the day-dream

that when "the book," which every scribbling man intends to write some day, has reached its twentieth thousand, when a particular suburban lot in Winnipeg is the centre of a manufacturing district, or when one of the historical political parties of Canada recognizes years of service by a fat government position, I shall go over the back trail of my life, travel again the paths I have trodden under other circumstances and in other years and in greater experience, greater girth of body and greater capacity for comfort, enjoy the mental and physical contrast between the strenuous impoverished days of youth and the easy, affluent present.

The Canadian West in its marvellous development and progress, provides greater opportunity for such "a journey of contrast" to those who have borne the heat and burden of a third of a century of life within its far-reaching bounds than any other. I sometimes wonder why the Premier of Manitoba, instead of journeying to the Sunny South at intervals, does not betake himself to the farm, near Carman, for a season and from that vantage

THE LONG TRAIL

By CHARLES LEWIS SHAW.

point look out and around with broader vision and recalling the point of view of other days, assimilate the memories of the past with the practical outcome of the present. It may be that close as he may be to the people and prevailing conditions, as valuable lessons will there be learned as in a

were obtained from behind the counter of a country store in southern Manitoba and from the seat of a buckboard in grain buying expeditions when Manitoba was young.

The strength of the present Minister of the Interior is undoubtedly due as much to his thorough knowledge of Western Canadian condi-

and trials of other days when he guided the ox that bore his little printing press to the edge of the civilized world.

Christmas-tide in its sentimentalism is almost invariably reminiscent. In its nature Christmas is a red-letter day in the book of life for the majority of people throughout the Christian world. In the spirit of reminiscent contrast Christmas-tide stands out as the season of all others wherein are brought to mind and heart the scenes of other days, more valuable perhaps than tabulated crop returns and economic statistics, for they speak of more than material progress.

The Christmas-tides of the past when Premier Roblin farmed, Robert Rogers was an enterprising country storekeeper, and Frank Oliver "freighted" his printing press over the plains to Edmonton, stand out in vivid contrast to the Christmas-tides of to-day, and indicate as few things could do, the changed conditions of Western Canada in two or three decades.

I remember well a Christmas day twenty years ago, in a lonely ranch house, whose site is now the centre of a prosperous town on the Calgary and Edmonton Railway in Mid-Alberta.

We had driven long and arduously from before daylight, and about noon came to a lonely shack where we had been told we could make our mid-day meal and feed our horses. A fierce blizzard had blown up, and



The New (under construction).

The Residences of a Saskatchewan, M.P.P.

The Old.

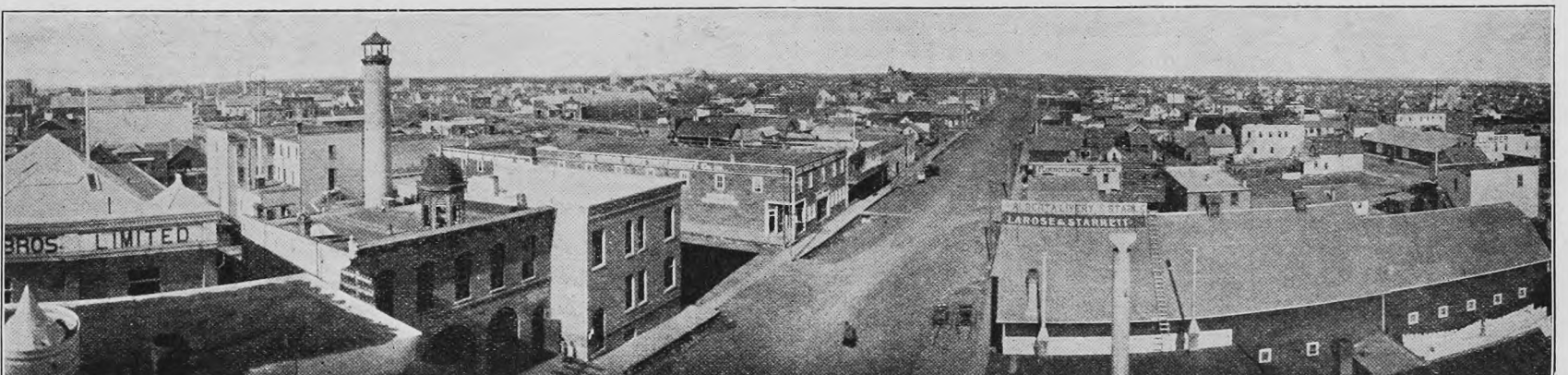
Courtesy, C.N.R.

library of books or a winter's foreign travel.

In the passing of years and in the change of circumstances, the trail of the past is frequently obscured and its lessons sometimes forgotten. It may be that much of the success met with by the present Minister of Public Works of the Province of Manitoba, is due to the fact that the knowledge and outlook of Western Canadian men and conditions

tions and implicit faith in its future first obtained on the long trail to the Saskatchewan a third of a century ago, as it is to his honesty of purpose and clearness of vision.

Well informed though Frank Oliver may be, regarding the progress of the West, he probably would learn much if he again took the long trail with "ox-cart" from Winnipeg to Edmonton and recalled the scenes, events, difficulties



The End of the Long Trail—Edmonton

Courtesy C.N.R.

tired out with alternately beating the trail or searching for it ahead of the horse, we unhitched our bron-

After dinner, when the stage had drawn up at the door and we had bidden good-bye, the look of loneliness in the womanly face deepened and there was just a suspicion of huskiness in the soft voice of the Englishman.

As the stage with its four horses sprang out on the great expanse of plain we turned in our robes to shout "A Merry Christmas," when a great sob came from the heart of the English girl

as she looked out on the loneliness of the snow-covered world about her through tear-dimmed eyes, and her husband's arm stole around her.

I was reading a newspaper account some time ago of the Christmas festivities of a prosperous town in Alberta, and chief among the events of the day and evening was an entertainment on behalf of a church. The Mayor presided and I recognized the name of our whilom host of the Edmonton trail, and down the program of the entertainment I saw the names apparently of several of his children. The account concluded with a complimentary reference for the management of the affair to one whom I knew was the young Englishwoman who

early eighties of last century.

There had gathered the majority of the settlers of this district at the ranch house of one who had in the old days of the Prohibitory North-West Territories' Act obtained the filling of a Liquor Permit for several gallons of spirits, and as was the way in the free and reckless life of the early frontier the potations were deep and the game of draw poker was unlimited.

As the hour grew late there was every danger of the merry-making resulting in an orgy and financial losses that would cripple the business enterprises of several for a year. Deeper and deeper grew the potations, louder and louder grew shouts and songs, higher and higher rose the betting in the varying luck of the card players, and more grotesque and vio-

mas Eve of the early story of Western Canada as we drank that night "to those at home."

It was a long trail, that trail of not so long ago, which was the main trail of the Great Lone

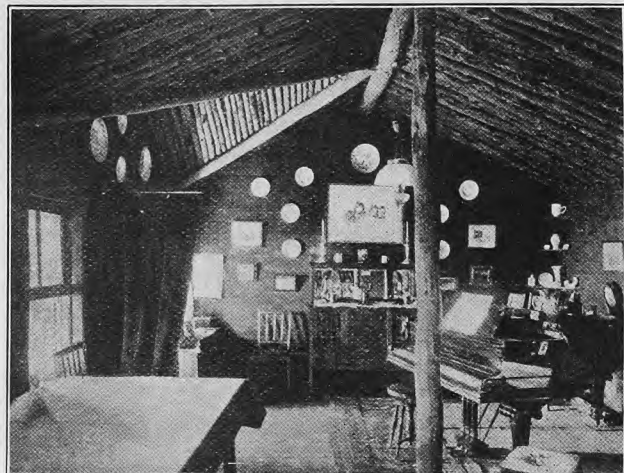
Land of the West. Its making is lost in the distant past, but with the marvellous prescience which guided the path finders of the West's beginning, it marks the course of railway construction and settlement of to-day. The trading posts and stopping places of the past are the cities, the towns and the villages of the present. The centres of the fur-trade of the palmy days of Hudson Bay Company rule, are to-day the distributing, wholesale and jobbing points of importance in Western Canada now.

At a time when agriculture was little dreamed of in Prince Rupert's Land, the trails were followed and the centres of trade established through and in the best farming districts in the world.

There is nothing new under the sun, and it may be that one generation after another in the Great Place of Things, follow in each others' footsteps, the manner and nature of progress being the only essential difference.

With the feeling of utter loneliness banished Christmas should bring to the residents along what was once the Long Trail a sense of the utmost respect and admiration for the men who blazed it, and who risked life and home that future generations might enjoy prosperity.

Living closer to Mother Earth and removed from the trivialities and distractions of a more crowded life, it may be, however, that the Christmas-tide of the Long Trail, a quarter of a century ago, was a deeper, a more solemn, an almost



Many of the comforts of home have long since been introduced to the Long Trail. Interior of Shack of A. Stills, Lloydminster, Sask.

chos in the lee of the hay stack and as was the way of the West, placed them in the little log stable

A year before a young Englishman and his gently nurtured wife, had gone on adventurously ahead of the incoming tide of settlement and taken up land along the old Calgary and Edmonton trail. Its location was such that in the vicissitudes of travel it was frequently utilized as a stopping place for the stage that passed once a week.

For nearly ten days, however, no one had stopped at the little ranch house, and the Englishman and his wife were about to sit down to their Christmas dinner with memories crowding thick and fast upon them of other Christmas days in the Mother-land beyond the Seas. There was the look that came into the eyes of the women of years ago on the Western plains, in the soft, kindly blue eyes of the young Englishwoman, and there was added to the racial reserve of the husband a visible embarrassment at meeting strangers.

That they were in love with each other was noticeable in the inflexion of their voices and the little attentions that were paid one to the other during our brief stay. There was, however, a timidity of manner in both host and hostess and an undefinable sense of loneliness about the whole situation that even the occasion and the attempted sociability of the guests could not remove. It was also a

very plain, wholesome meal that was provided, although there were none of the little appurtenances that go with the Christmas dinners of the settlements.

had burst into tears in the loneliness of a Christmas day twenty years ago in the Great, Lone Land of the West.

I remember a Christmas-Eve in a little isolated settlement on the North Saskatchewan, that tells something of the spirit of the long ago in the sparsely settled land of the far-flung West.

There were not more than half a dozen white women in a district an hundred miles square, not enough to beget the indescribable home feeling in a country whose population was made up of ex-mounted policemen, settlers from the four quarters of the Globe, young Britons who longed for the free life of the plains, shrewd Americans from the New England States, and practical young Canadians, permeated with the Western fever that first displayed itself in the

lent the men danced eight-hand reels while shrill and wild rose above all the notes of the fiddle in the hands of the half-savage fiddler.

When the recklessness was at its height there sounded through the medley of song, laughter, clicking coin, shuffling cards and dancing feet, the strokes of an old-fashioned clock that the rancher had brought with him from the home of his fathers in the East. One-two-three-until it struck twelve, and in the silence that fell as each by force of habit counted the strokes it seemed to bear into the consciousness of everyone the fact that Christmas Day had come, and a voice in the soft accents of the South of England rang out in the silence.

"Fill your glasses, boys, Fill to the brim and—A Merry Christmas to those—at home."



The Long Trail is now dotted with Wheatfields of which this is a sample.

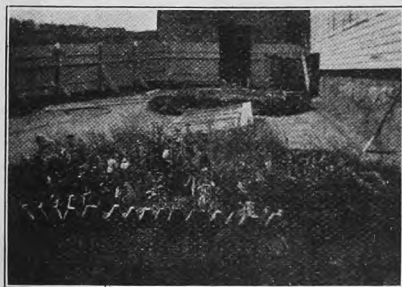
In flushing cheeks, in swimming eyes, in trembling voices, something at least was told that Christ-

pathetic season to the path-finder and the home-builder when the West was young.

YEARS ago we had read in Bayard Taylor's tale of JAN OF ICELAND, of the surprise of the little Icelandic boy at seeing his first tree.

Not so far north as Iceland, however, on the coast of Labrador, there are thousands of persons who have never seen a tree of any size. In fact, even a garden, flowers, plants, let alone such a thing as a farm, is almost an anomaly.

Only here and there do they succeed in making anything grow, besides the reindeer moss and the



Garden of Mission, Hopedale, Labrador.

low-flowering cornel, and the blue iris of the bogs.

We had dropped anchor at Battle Harbour, the first port of call on the coast of Labrador.

The Royal Deep Sea Mission to Fishermen, maintains here a hospital for the sick among the ten thousand odd professional nimrods who inhabit that thousand miles of coast, each summer, to take the cod.

The hospital is a sort of oasis in the dreary waste, and we wondered what we should see there by way of a garden.

Rock isles rose over the water here, and ice, great packs of it, lay all about, as we entered the harbor. We rowed in close to an island, with a teepee of poles for fuel, and passed another such isle, but this with a little shack, where the moss grew heavy on the roof.

Then came the landing.

Beyond rose the hospital. One might enter this through a door, of glass, into a central vestibule, and there, rows of plants, marigold and Jew-geranium, geranium and begonia, were set on shelves close against the window-panes.

It seemed cold, possibly sixty degrees, so we beat a retreat within.

Later we scaled the hills behind, where a wireless telegraph pole arose. The grass was sparse . . . it would not repay the cutting here . . . and besides, in all the Labrador — mammoth peninsula that it is — there is not a horse to eat it.

We wondered if it all were like this.

By and by—northward ho—we came to Spear Harbour, one of the typical summer fisher-settlements.

A goodly basin was the harbour here, the rocks really formed low hills. The boulders themselves were of white, flecked throughout by a black lichen. The buildings, barn-shaped all, rose behind, and their roofs, too, were covered with

The Farmer Folk of the Frozen North

Some of the Queer Attempts at Raising Things Away Up on the

Labrador Coast.

(By FELIX J. KOCH).

moss, or else, on them, grass and the shepherd's purse would be seen growing. Late in the fall they cut this grass, and took it home with them, as hay to Newfoundland.

We wondered that in these settlements the fisher-folk did not do a bit of planting, and raise their potatoes at least.

Instead, in their shiftless, idle way, they preferred simply to await such things as might come by the fortnightly steamer.

We wondered if at the Hudson Bay Company's posts we would find things any better.

Back toward the pier there arose the home of the postmaster here, he who had charge of all.

At the front of this latter was a vestibule of glass, inside which four shelves were set against the window-panes, and on these then young plants thrived in ancient pots.

Beyond was the home of the help. Before it then, there was actually a bed of lettuce and beets, radishes and parsley, these, one and all, growing from a splendid black soil, and set out in very broad rows.

Outside the settlement itself, the drenched grass, and the forest of dwarfed and stunted firs, hems in all. Out on the wet grass the blue iris and the bake-apple, looking much

preserve the bake-apples, as well as eating them raw.

Great quantities of a grey moss, and again of a star-like moss, and specimens of a queer golden-rod and low, purple-flowering raspberry, were to be observed, where the grasses grew highest. Now and then, we would pluck the bake-apples, tasteless and yet rather satisfying. We remarked, too, the huckleberries and the dense mosses, beyond which we caught a glimpse of an Indian in a window.

There really was much vegetation round here, for the Labrador, all meadow-grass and bake-apples, and again a plant like the japonica. Over toward the burying-ground, even some buttercups grew.

We wondered there was no "swamphay-making," at least.

Then the vessel passed on to Rigolet, where Hubbard went in to his death.

The evergreens grow very green here, in among them, one sees the birches' dark-green leaf-patches too.

Fences here enclosed small gardens, from the depredations of the Eskimo dogs, but these were unpretentious.

The land along shore was covered with lichen, and among them, very low, beady, red partridge-berries, the bake-apple shrubs and the fireweed, and again, the sweet fern

gone to cups. Blue clam-shells were on the beach, and there a bright yellow moss appeared in places. There was just a fringe of grass at the beach's edge, then one had the wild.

At the forest's border was laurel, this and larch and spruce.

On the shore, too, there were splendid dark-blue vetches, like the wild sweet-peas of Ohio. The blue iris, too, was here, with flies dead upon it as result of a fungus growth.

It seemed that if these things



Fisher Hut, Cape Harrison, Labrador

grew they might raise others. We wondered why they did not try.

But that chance glimpse of vegetation was but a stray one.

The naked rocks and the moss returned again.

So it was, till one came to Holton, another fishing camp. There, however, one remarked some beet-tops in a little garden enclosed by netting here.

It was not 'till one came to Hopedale, a Moravian Mission station to the Eskimo, that he really had actual flowers and attempts at gardening.

There, in fact, was even a glass-conservatory to the hospital, and it rose to the height of the first floor.

Out just before the houses again, in beds of gravel, there were two circular grass-plots laid. In this grass, a Maltese cross of phlox and other old-time flowers bloomed, beautiful and typically German.

Between the two circular beds is a square hot-bed of glass, and inside that, some prosaic cabbage.

Again, on the right, the walk is flanked by the large conservatory, filled, one finds, with a tiny blue flower, the eupatorium, and others, in bloom, pretty, too, in their profusion.

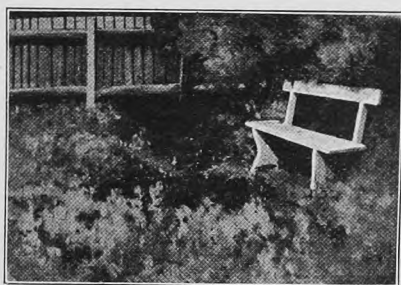
Festival-time they requisition, largely from the flowers.

The wooden steps leading up to the chapel-floor are garlanded with cedar boughs. Along the sides of the corridors, too, cedar boughs are strewn, as at Kismess time in Germany.

Flowers are everywhere for this occasion, even in a dark corner of the hall, on old white bureaus, or chests, there are pickle-jars with ferns and white alder.

In the festival hall, at the tables, a large cake-stand rises, shelf on shelf, each circle a bit narrower than that below it, and with petunias and pansies and ferns on

(Continued on page 71.)



Missionary's Garden, Hopedale, Labrador.



Cape Harrison, Labrador.

like an unripe or reddening black-berry, set in an onion-like cover, this latter, but with a leaf as to a currant-bush rose. The folk here

clumps grew. It was boggy in among the boulders and mosses here, the earth was soft under foot. Much of the moss was grey and

IN 1868, Messrs John Fowler & Co. made a traction engine as in Figs. 23, 24, and 25. The illustrations show the engine clearly, and it will be seen that the cylinders were placed beneath the smoke-box, over the locking gear. Two travelling speeds were provided, the quick speed pinion and wheels being placed between the bearings, whilst the slow speed gearing was outside the bearings as shown in Fig. 24. The driving wheels were made of cast iron. No compensating gear was applied, consequently a driving pin had to be drawn out when a corner was about to be

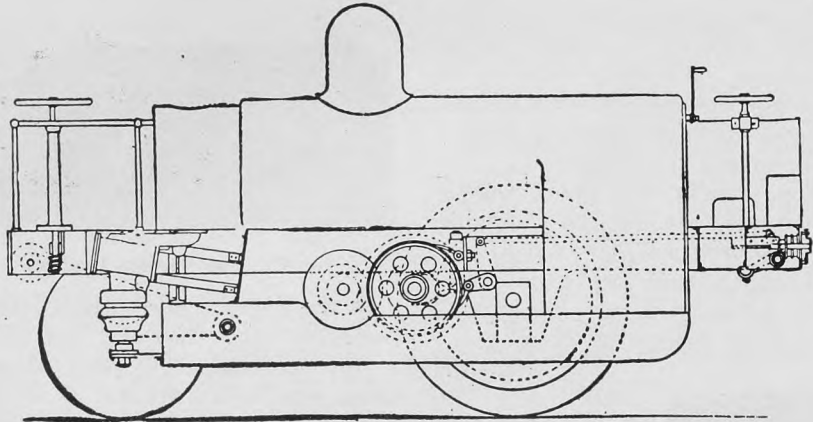


FIG. 23.

turned. The engine was very wide over the driving wheels.

At this time an amusing paragraph appeared in "The Engineer," which is worth quoting. Referring to the Royal Show at Leicester, in 1868, it remarked:—

"The traction engine has done much, but as long as the beadle struts over the public thoroughfares, and 'is monarch of all he surveys,' it will be impossible to introduce these almost perfect locomotives for farm use only."

In 1869, Lee introduced a queer

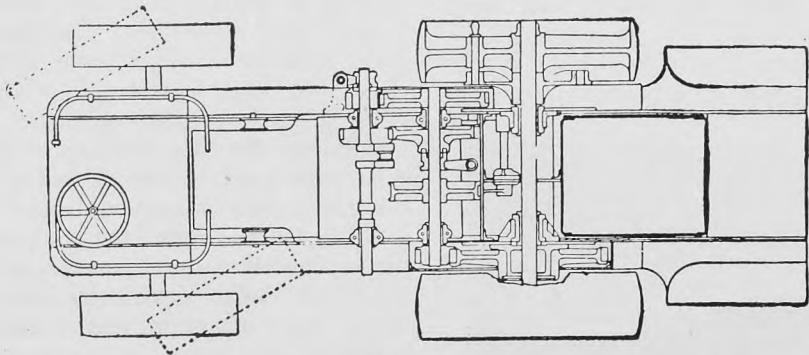


FIG. 24.

looking traction engine, with all the four wheels coupled as driving wheels, and at the Manchester Show of this year, Mr. Aveling exhibited a chain driven traction engine, with cast-iron driving wheels, and the

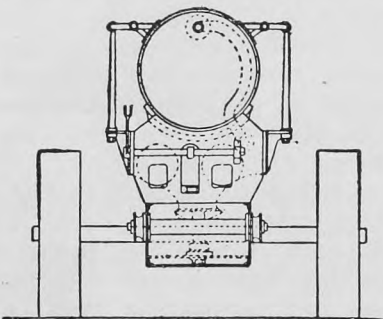


FIG. 25.

A Chapter in the History of Traction Engines

By M. I. MECH. E.

SECOND PERIOD.

"pilot" steering tackle. No compensating gear was used, but driving pins were retained as shown by Fig. 26.

Messrs Garrett & Sons also introduced a self-moving traction engine, propelled by chain driving gear.

At the Oxford Show, in 1870, Messrs Clayton and Shuttleworth exhibited a traction engine something similar to the one illustrated by Fig. 21 in our August issue.

It was at this time that Mr. Aveling abandoned pitch driving chain and used spur gearing as was done by Messrs Clayton and Shuttleworth eleven years previously. No compensating gear was then used by Mr. Aveling, and therefore driving pins had to be drawn to turn corners.

About this time, Thompson introduced his engine, with the vertical "pot" boiler, having travelling wheels with india-rubber tyres. The "pot" boiler proved to be a failure, and the great cost of the rubber tyres prohibited

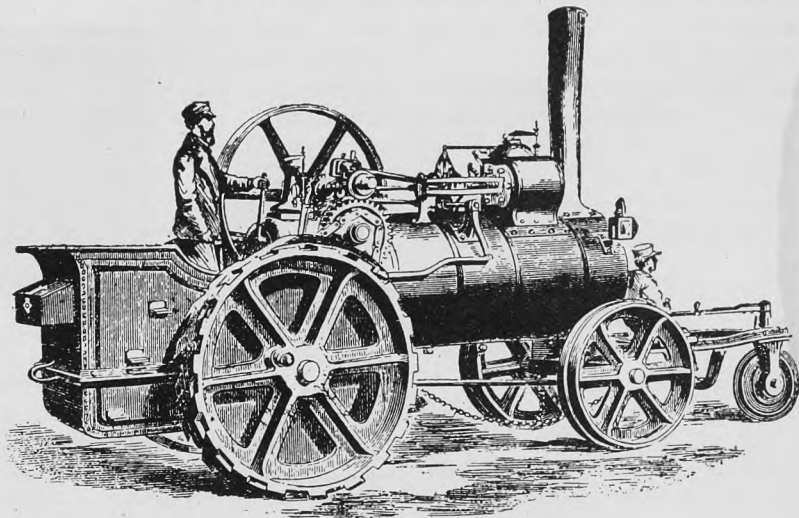


FIG. 26.

their extended use. Moreover, the india-rubber was found to be a source of trouble in many ways. Although repeated assurances were given that the tyres were not affected by heat, cold, or moisture, and were extremely durable, numerous schemes were nevertheless constantly proposed and patented for protecting the surfaces from injury. The Editor of "Engineering" wrote:

Considering how much has been said concerning the everlasting properties of the india-rubber tyres, it is curious so much ingenuity should be expended in affording them protection.

The failure of the india-rubber tyre at the trials of the Royal Agricultural Society at Wolverhampton, in 1871, is well remembered. One of these road steamers was tried without the steel chain armour around the wheels, and on the strain being thrown on the rubber, one of the tyres snapped right across. Fig. 30 shows one of Thompson's engines made by Messrs Tennant, of Leith, for use in the island of Ceylon.

Among the other makers who were entrusted by Thompson with the construction of his road steam-

ers at this period were Messrs Robey & Co., who made the engine shown by Fig. 31. This was of the vertical type, carefully boxed in to protect it from dust.

Messrs Aveling & Porter's patented arrangement of firebox side-plates carried upward and backward for supporting all the carriages of the crankshaft, countershaft, and axle, came into use at the Wolverhampton Royal Show.

Messrs Tuxford, in 1871, produced a chain driven traction engine, mounted on rubber springs. The bearings of the countershaft and axle were let into two plates, fixed beneath the boiler barrel. The engine travelled with the firebox in front, the leading wheels being placed at the firebox end so that the steersman and driver were together at the front of the engine. Fig. 32 shows this arrangement.

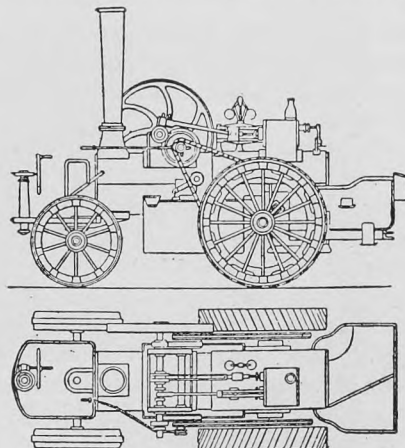
In the same year Messrs Greig and Max Eyth patented a type of road engine with the cylinders, crankshaft, and gearing beneath a short boiler barrel. This engine also travelled with the firebox in

front, the steersman and driver occupying the same foot-plate.

At the Smithfield Show, in 1871, Messrs Ashby and Jeffery exhibited a remarkable traction engine. "Engineering" said of it:

Engineers desirous to know how long a piece of overhanging shafting with a pinion at the end can be used for driving the wheels of a traction engine, are recommended to examine this exhibit. When they see the distance which exists between the driving pinion and the nearest bearing, they will probably be surprised and delighted.

At the same show, Messrs Burrell



Figs. 27 and 28.

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Widely Used

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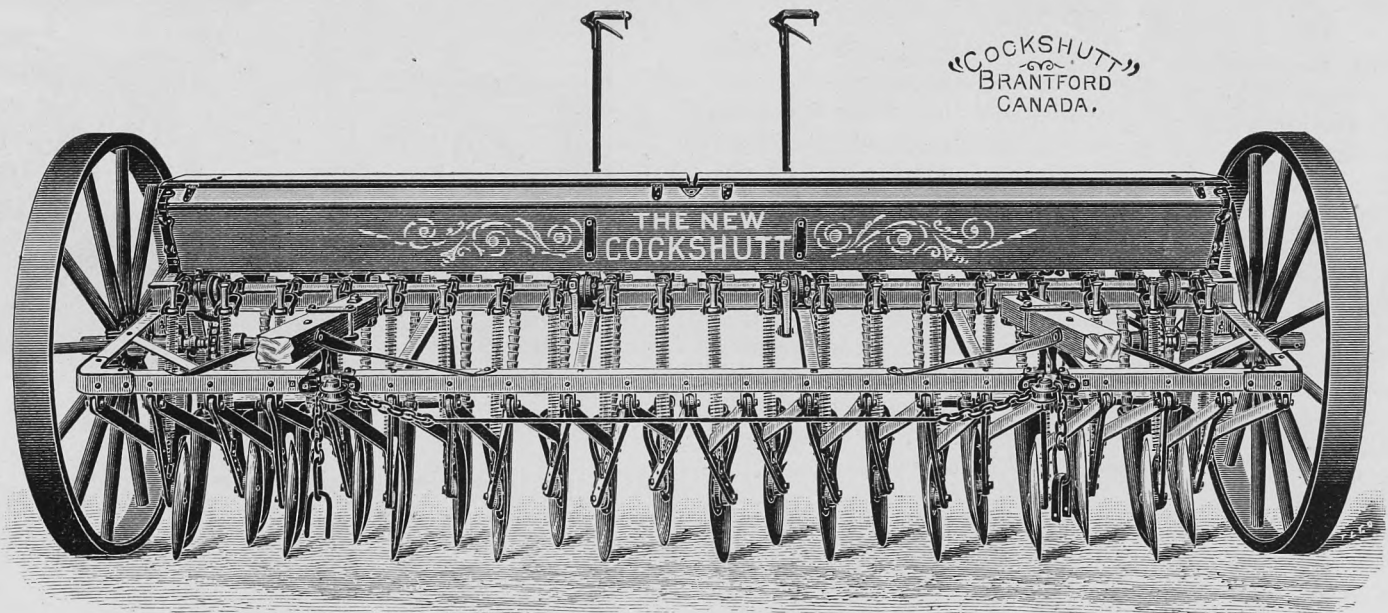
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Our Single Discs never clog in wet or trashy land, and their dust-proof, self-oiled, chilled bearings are widely known as the only long-life disc hubs in the market.

The thousands of New Cockshutt Drills sold last Spring gave the utmost satisfaction both to dealers and farmers.

The Drill of Proved Merit



Front View of New Cockshutt Drill.

Interchangeable Single Disc, Double Disc or Drag Shoe, Sizes: 14, 16, 18, 20 or 22 Shoes; sowing 6 in. apart.

Equipped with Foot Boards, Located at Each End.

IMPORTANT POINTS OF SUPERIORITY

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- Feed** Positive force feed of great accuracy. Will sow all kinds of grain evenly and without damaging a kernel.
- Hitch** The Cockshutt Adjustable Pulley Hitch is the most effective ever manufactured. Can be raised or lowered to prevent neck weight. Eveners held up by chains from poles.
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and Sons exhibited a traction engine with the cylinder at the firebox, and the crankshaft at the smokebox end of the boiler. The axle was placed beneath the boiler barrel. The leading wheels were arranged

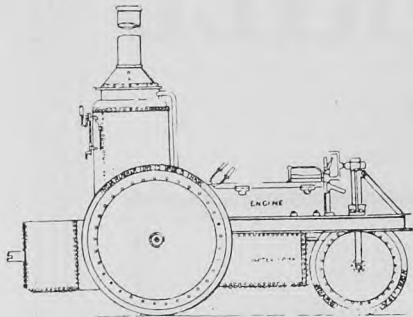


FIG. 30.

at the firebox end, and the engine travelled firebox foremost. India-rubber tyres were fitted to the driving wheels. An engine of this type had been supplied to the Turkish Government.

In 1872, Messrs Archer and Hall made engines arranged beneath the boiler barrel, and mounted on springs.

In the same year, Mr. Dale constructed a traction engine on Nairn's patent. It was, like Archer and Hall's engine, mounted on three wheels.

About this time Messrs Clayton and Shuttleworth were doing an immense business in traction engines on the same lines as Fig. 21. Oval spokes were still used for the driving and leading wheels. An engine of this type is now being used at the Stamp End Works, and has been employed there daily for 25 years in hauling heavy loads. It is still in good working order.

In 1872, Messrs J. & F. Howard introduced their "Farmer's" engine for ploughing and traction purposes. The working parts were fixed in the tender.

In 1876, Messrs Marshall, Sons

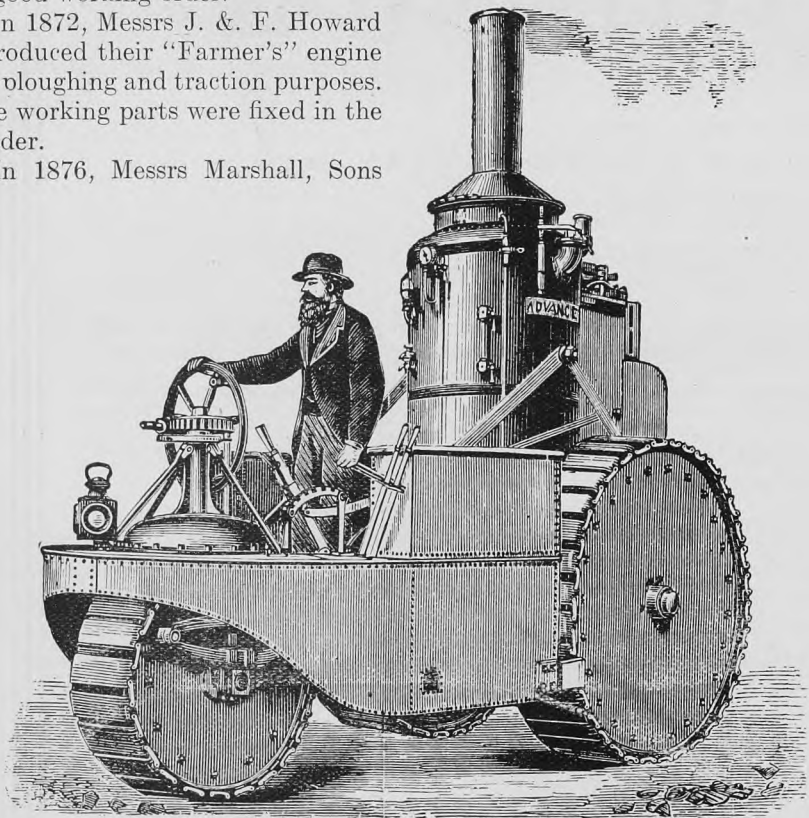


FIG. 31.

& Co., commenced their career as traction engine makers, with an engine on the locomotive pattern, having the cylinder placed beneath the smokebox. Both the crankshaft and countershaft brackets

were bolted to side plates, arranged beneath the boiler barrel. This engine was not built for heavy road haulage, but for ordinary farm purposes only.

In this year also Messrs Clayton and Shuttleworth made a traction engine as Fig. 34, fitted with wrought iron crankshaft brackets and two travelling speeds. The idle pinion was made larger in diameter than was hitherto the custom, and compensating gear was fitted on the countershaft. The engine was steered from the tender. A convenient ladder was attached to the barrel as shown. The coal bunkers were extended sideways, beyond the width of the tank under the foot plate. Both the driving and leading wheels were made entirely of wrought iron.

In 1876, the worm and rack steering was introduced, and patented by Messrs Clayton and Shuttleworth. Several improvements were made from time to time, and this form of steering was adopted until 1896, some customers still preferring it to any other.

At the Birmingham Show, 1876, Messrs Clayton and Shuttleworth exhibited a 10 h.p. traction engine. The chief novelty about this engine was the fast and slow speed pinions on the crankshaft. The slow speed pinion was made with a long sleeve driven by fast feathers and grooves in the shaft; the quick speed, or large pinion, worked on this sleeve, the small pinion acting as a clutch to it. Suitable clutch levers were provided which could be readily reached from the foot plate. This engine was fitted with wrought iron

barrel, this stay being placed diagonally to suit. An idle pinion was used, the stud for this being secured to the crankshaft carriage, which was made of special strength for this purpose. The main spur-wheel bosses were bolted to the driving wheel naves on each side. Compensating gear was fitted to the countershaft as before. The gearing on this engine was made particularly wide and strong. Wrought iron driving wheels and cast iron leading wheels were em-

ployed with the newly designed rack steering arrangement. A large brake barrel was cast on the main spur-wheel on the left hand side. There was an opening in the tender as shown. Effective mud guards were fitted over the whole of the gearing.

field Show in 1877, fitted with their then newly patented cast iron crankshaft bracket.

Messrs. J. & H. McLaren, in this year introduced a traction engine fitted with deep side plates, which connected the cylinder to the crankshaft brackets. The cylinder could slide on the foot as the boiler expanded, and was kept rigid by the side plates acting as trays. Very soon afterwards these plates were abandoned.

Messrs. Wallis & Stevens had

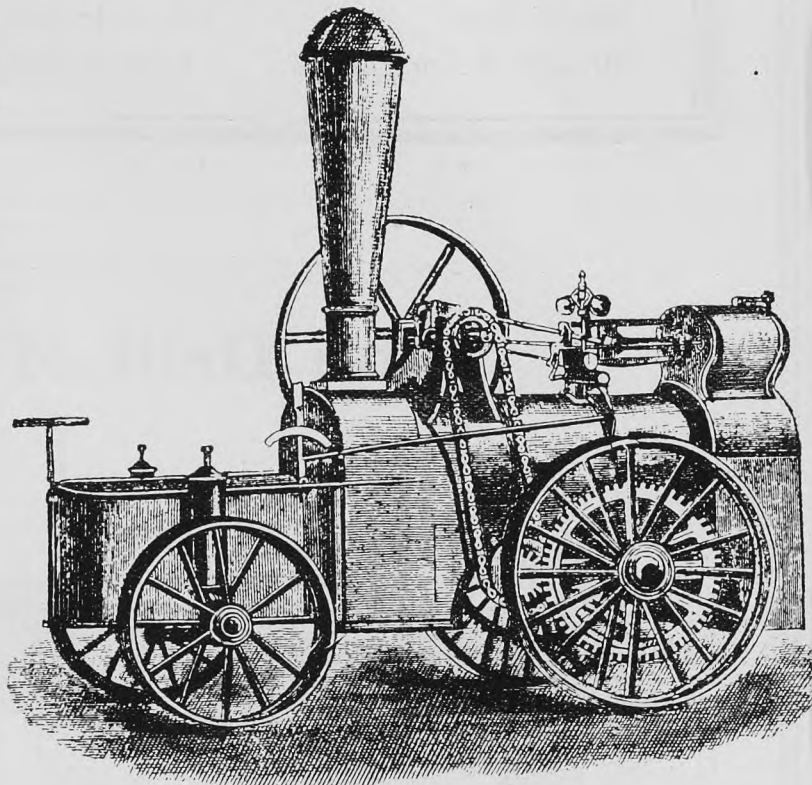


FIG. 32.

In 1877, various objections were raised against traction engines at a meeting of the Maidstone magistrates, and it was there stated "it was impossible for a carriage to pass a traction engine, or to turn back." The "Engineer" followed this up with the remark that:—

"If the roads are so narrow as this, one would think that inconvenience must also be felt when a large wagon loaded with straw; or when a horse rake, or drill, most of them wider than a traction engine, has to be passed. These, however, are not steam engines, and the magistrates do not shy at them. Instead of trying to make the traffic accommodate or reduce itself to the narrow roads, it would be much better to seek to get the roads made wider to suit the requirements of modern traffic."

In 1877, Box's patented spring mounted traction engine was made by Mr. Fowell. The driving wheels were loose on the axle, and driven by heavy coupling rods through the brake straps, a mode of propulsion strongly condemned by "Engineering" at the time.

Messrs. Clayton and Shuttleworth had a traction engine at the Smith-

field Show in 1877, which was a copy of one built and introduced by them in August of that year.

(To be continued).

A New Soil Theory.

We have all been brought up on the theory that certain crops exhausted certain materials from the soil and hence the latter must be renewed by fertilizers. Secretary Wilson is responsible for the statement that our farmers spend a hundred million dollars a year for fertilizers and, in spite of his further statement that one-third of this amount is thrown away, more fertilizers are being bought each year. Now comes an entirely new soil theory, viz., that it is not what a crop takes from the ground but what it puts into it that injures succeeding growth. From some plants there is an excretion which is noxious to certain other plants. To properly fertilize, then, one must counteract such conditions.

This introduces an entirely new problem into soil culture which may lead to surprising results. We shall follow with interest and try to acquaint our readers with the results of investigations now being conducted along this line by the United States Bureau of Soils.



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POSSIBLY in no department of agriculture has there been greater progress made, within recent years, than in the development of motive power to effect field husbandry operations and general intermittent work on the farm. These necessarily vary according to the nature of the farming practiced; the extent to which corn and grain growing; cattle raising and feeding are followed. The changes in labor-saving devices on the farm have been so gradual that many of them have been adopted without much notice having been taken of their introduction; others have been so radical as to have revolutionized farming operations and methods and

The Development of Motive Power on the Farm

By JNO. EVANS, Prof. of Farm Mechanics, O.A.C.

and public-spirited in bringing together so many powerful tractors and giving the public generally and the farmers particularly, a good demonstration lesson on farm tractors.

The mobility of the internal combustion engine: its ever-readiness; the ease and quickness with which it can be started; it needs no train-

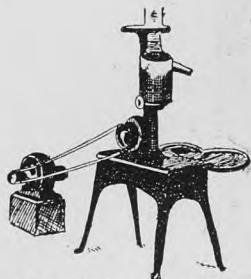
thirteen bushels of grain can be threshed for the amount of two cents. This includes fuel, wages of operator and interest on investment; the same amount will defray the cost of separating eight hundred pounds of milk: for an equal sum a ton and a half of ensilage may be cut or 3,000 gallons of water, 50 ft. lift, can be pumped. Now, suppose this work to be done by horse power. If this work was carried on during the ploughing season, the horses are not fit to work next day, as this class of work is a great strain on them. The horses must be fed, harnessed and driven. The task of driving is by no means a pleasant job, especially in cold weather. Indeed, the wages of the driver alone would more than defray the cost of running the engine for ten hours under load.

A farmer has often to pay 5 cents per bushel to have his grain ground

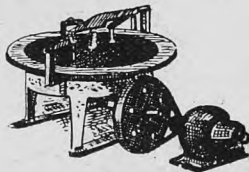
struction in how to operate these motors, within a very few years not a farm large enough to be dignified with the name will be found without one; but, to my mind the ideal power for the farm lies in a light tractor so constructed as to give efficient belt power to run all the minor machinery on the average holding and yet be capable of being hitched on to any existing machine or implement for field husbandry operations and form as it were, a part and parcel of the whole, without any addition at "dead" wheels.

Another source of power that is going to be of much service to farmers and the country homes generally, is the system of power gas producers. An installation of a suction gas plant on a farm for transforming coal gas for use in engines and for lighting purposes, is destined to extensive use for isolated homes and so contribute much to the welfare and comfort of farming communities.

In connection with this phase of farm power, it may be interesting to many to know that Messrs. Crossley Bros., Ltd., Manchester, England, manufacture an engine specially constructed in combination with suction gas plant and dynamo,



Motor Driven Separator



Cream Beater



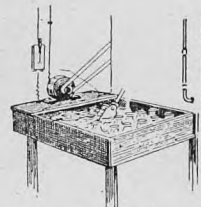
Corn Mill

created considerable discussion and interest.

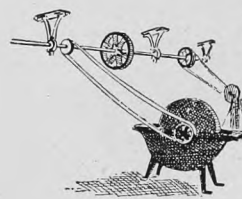
We have seen the hoe superseded by various forms of cultivators; the flail given way to the threshing machine, which again developed into the complete and self-contained modern threshing outfit; the sickle and the scythe are almost unknown as harvesting tools; the reaper, binder and mower replacing them with much gain and economy of labor and in execution; the hand rake is relegated from the field by the tedder and side-delivery rake; the hay-loader, the hay-fork and sling have supplanted the pitch-fork; the plough dispensed with for potato planting and digging; steam and oil engines have displaced the

ed operator to run it; the little care which such an engine requires, in fact, it may be left running practically, a whole day with only an occasional examination of its parts to see that no bolts have worked loose or bearings have got heated and that the oil cups are flowing properly: these are advantages which do not exist in other prime movers, except perhaps electricity, which, at present, is not available to the majority of farmers.

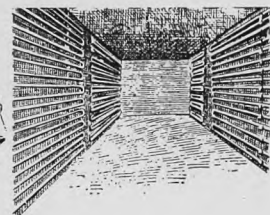
To the thrifty farmer or to one who encounters difficulty in securing help and who believes in economy, not only of hard cash but of physical expenditure also; my advice is invest a couple of hundred dollars in a gasoline engine. It will



Bottle Washer



Grindstone



Refrigerator

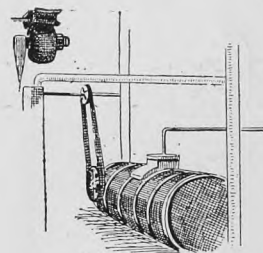
at the mill; with his own outfit it would cost him only a fraction of a cent. Feeding, say a hundred bushels to stock per week, the saving effected would be very considerable, and surely enough to justify the outlay and should satisfy the most penurious and wary of investors. This, Mr. Farmer, is only one item! Figure out your cost for cutting ensilage, grinding feed, and for performing numerous other "chores" to which you devote from fifteen to thirty minutes every morning and evening, and see whether or no the value of such an equipment is not offset by the loss of time taken to do them in the old humdrum way.

As a farm power the oil engine, whether stationary or portable is still in its infancy and is to the

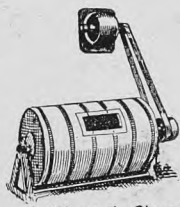
by which means ten-brake horse power can be developed for a price of one penny per hour. This engine is particularly adapted for country house lighting for this low price, as many as one hundred and sixteen candle power lamps can be produced and maintained under suitable conditions.

This firm also puts on the market an oil engine, using crude oil, by which power can be developed for less than one farthing per hour per brake horse power.

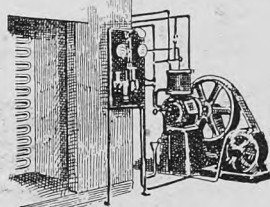
What the effect will be on rural conditions, in the next few years, of the improvements continually being made in locomotive through the perfecting of the gasoline motor it is difficult to portend, but I will hazard the remark that within a very short time from now, it will



Milk Heater



Electric Churn



Automatic Electric Refrigeration Machine

horse sweep and very largely the tread power. Almost every kind of farm work may now be performed by the aid of machinery driven by motive power and generally in a more satisfactory manner than by hand or horse power. The automobile and the oil tractor will, in the near future, free the horse from hauling and trucking. The efficiency of oil tractors was well demonstrated by the trial tests carried out last July at the Industrial Exhibition held at Winnipeg. This contest was fairly representative of tractors manufactured in Canada, England and the United States—seven engines the product of five firms—the directors of the Exhibition proved themselves enterprising

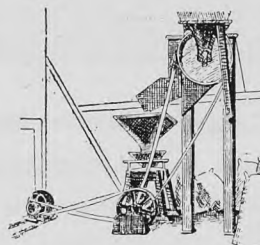
save you time that may be more profitably spent in field work. It will operate the cream separator, churn and feed grinder, will pump water, saw wood and run the washing machine. The cost of operating such an engine considering the variety of work to which it may be put, is very small compared with what it will accomplish, yet many farmers contend that the initial expense of installing an engine is not justified by the amount of work it can do, and that since they cannot do without horses on the farm they might as well use them for this purpose also.

Let us briefly consider this statement. Experimental tests of these engines prove conclusively that

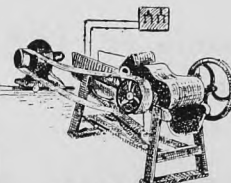
average farmer a new thing and little understood. With a little more acquaintance with what it can accomplish and a little more in-

be a conspicuous feature of country life for farm houses to be lighted by gas or electricity derived from

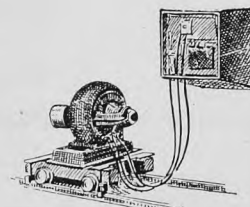
(Continued on page 70.)



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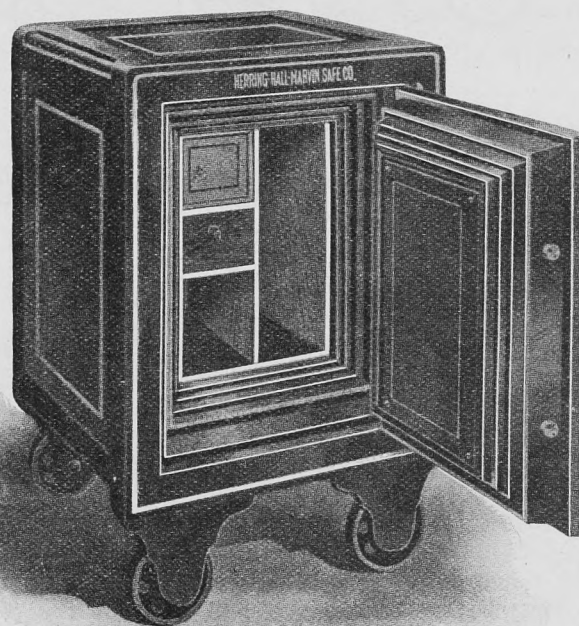
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TALK NO. XVI.

REGULATION OF THE SPEED OF THE ENGINE.



THE governor and the fly wheel together regulate the speed of an engine. Variations in speed which extend over a considerable number of revolutions due either to a change in the load or to the steam pressure are taken care of by the governor. Variations that occur during the period of one or two revolutions of the engine are taken care of by the fly wheel.

The object of the governor is to keep the speed of the engine as nearly constant as possible independently of variations in the steam pressure or of the load. No governor so far made can keep the speed exactly uniform because they are themselves driven by the engine and the engine must change its speed first before the governor can act. In the best stationary engines the variation in the speed of the engine does not exceed two per cent. In traction engines the variation is somewhat greater, although even they are governed very closely, for a good governor acts almost instantly and prevents anything beyond a small variation in the speed.

All governors regulate the speed of the engine by proportioning the total pressure which drives the piston throughout the stroke to the work it has to do. This is accomplished in one of two ways:

1. By throttling; that is, changing the pressure of the steam before it reaches the cylinder, the cut-off remaining at a constant fixed point.
2. By varying the point of cut-off in the cylinder, the pressure remaining constant up to the point of cut-off.

These two principles of governing give rise to two distinct types of

cally boiler pressure, but if the load is light the opening is reduced until only a small quantity of steam can pass into the steam chest and consequently what does get in expands to fill the space and its pressure falls. In the case of a very light load this pressure may be only a small fraction of the boiler pressure. In this way the governor regulates the total average force acting upon the piston without affecting the point of cut-off. All traction engines so far made are equipped with throttle governors.

The variable expansion governor acts either upon the eccentric or

If anybody be made to rotate rapidly about a center every part of that body has a tendency to get farther away from the axis. The force which causes this tendency is called centrifugal force and is due to the rotation of the body. The faster the rotation the greater the force. For example, with the same weight of rotating body, doubling the speed increases the centrifugal force four fold.

In order to get a clear idea of the action of a governor, we will first consider the oldest and simplest form of throttle governor made, namely, the pendulum governor, an illustration of which appears in Fig. 45. The construction of this governor is very simple and can readily be understood from the figure. The pulley at the bottom driven by a belt from the engine causes the spindle and balls to rotate, whereupon the balls move upward and outward, elevating the sliding sleeve

the one illustrated, will work fairly well at slow speeds, but when run at a high speed the movement of the sleeve S is very little for a wide variation in speed and so the movement of the throttle valve is insufficient to control the steam supply.

Fig. 46 shows a better form of governor and one adapted to fairly high speeds. The balls are light and the spindle is supplied with a weight. This weight resists the centrifugal action of the balls and tends to bring them back quickly to their original position. The vertical distance traveled by the weight and sleeve is just twice that traveled by the balls. The balls are made light and revolve at a high rate of speed in order to develop enough centrifugal force to lift the weight. Since the range of movement of the sleeve is considerable, being twice that of the balls, it makes this governor effective at higher speeds than the pendulum governor.

A governor is said to be STABLE when the balls always assume a given position with a certain speed of rotation, and UNSTABLE when they assume any position indifferently throughout their range for a given speed of rotation. The condition for stability is that the centrifugal force must increase more rapidly than the radius or distance of the balls from the axis. This will be referred to again in the next lesson in discussing other forms of throttle governors. Modern governors instead of having a dead weight for a load are provided with some sort of a spring load which performs the same office in a better and more satisfactory way. Before taking up this phase of the subject, however, we will proceed to discuss the governing effect of the fly wheel.

The turning force at the crank is not constant. At the beginning of the stroke when the engine is on center it is nothing. From this point until the crank and connecting rod make a right angle with each other it increases, and then decreases again to zero at the other dead center. When the engine is pulling a constant load the force exerted at the rim of the band wheel is always the same. We have, therefore, an intermittent force acting upon a constant load, and the requirements are that the speed of rotation must be practically uniform. It is necessary, in order to accomplish this result, to provide some device that will store up energy when the crank receives its greatest push and give it up again when the crank is passing center.

This is the function of the fly wheel. The heavy rim of the fly wheel situated at a considerable distance from the center of the shaft effectually resists the sudden push of the crank for an instant, but in doing so it absorbs the energy of this push and gives it back to the engine when the crank passes center. If the size and weight of the rim is nicely calculated there will

(Continued on page 71.)

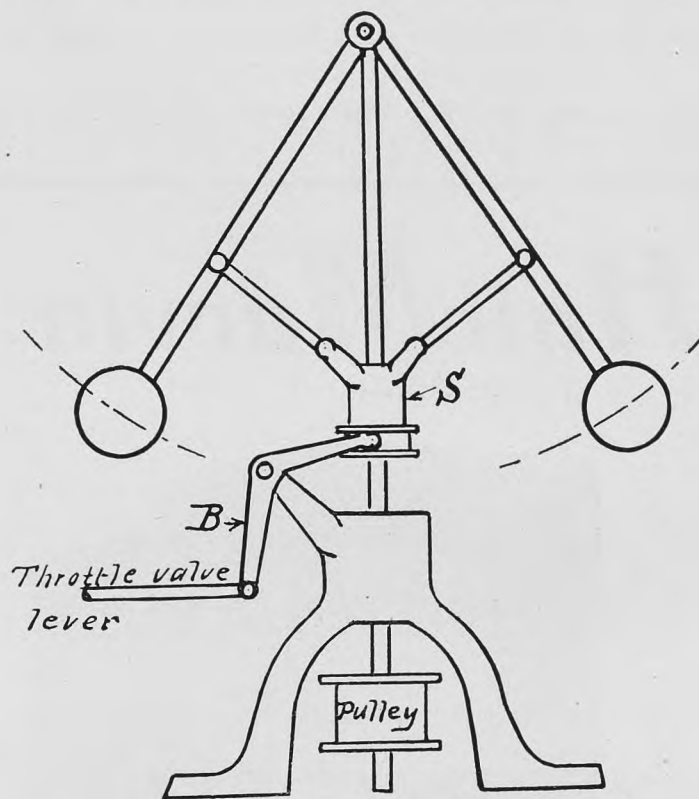


FIG. 45.

upon the valve and causes cut-off to occur earlier or later, depending upon whether the load is light or heavy. It does not affect the pressure of the steam admitted to the cylinder. The initial steam pressure is therefore constant and practically the same as boiler pressure.

After cut-off the pressure of the steam falls rapidly and consequently the average pressure throughout the stroke may be regulated by the point of cut-off, being low if cut-off is early and high if it is late.

Variable expansion governors are said to be somewhat more economical in the use of steam than throttle governors, but they are not easily adapted to reversible engines and so up to the present time have been used only on fairly large sized stationary engines.

The principle of action of almost all governors of either type depends upon the change in centrifugal force when the speed of rotation changes.

S and operating the bell crank lever B, which in turn regulates the opening and closing of the valve through which steam passes to the engine.

With a governor of this type, having certain given dimensions and a certain weight for the balls, it follows that a certain speed of rotation must be attained before the centrifugal force is sufficient to overcome the weight of the balls and cause the governor to act. When this speed is reached the governor begins to act as a governor. If, when the speed increases, the sleeve S reaches its highest point and in doing so does not close the valve which supplies steam to the engine, then the speed may go on increasing indefinitely, but the governor is no longer acting as a governor. It performs the functions of a governor only between the range of speed which belongs to it while moving from its bottom to its top position. A simple pendulum governor, like

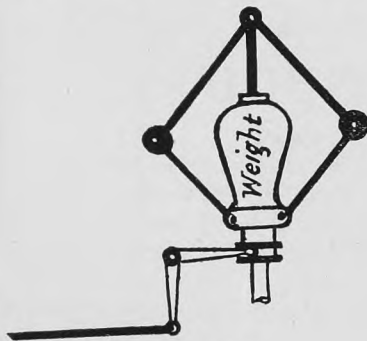


FIG. 46.

governors known as THROTTLING GOVERNORS AND VARIABLE EXPANSION GOVERNORS.

The throttling governor is placed on the main steam pipe near the steam chest and regulates the steam pressure in the steam chest by making the opening through which the steam must pass either large or small, depending upon the load the engine is pulling. If the load is heavy the opening is large and steam flows into the steam chest at practi-

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EDITORIAL.

A Merry Christmas! A Merry Christmas!



O you not catch that wonderful some-
thing that thrills the great, round
world as you ring out your greet-
ings or hear the salutation from
others?

Two thousand years ago, or to
be more exact, providing our calendar
is correct, nineteen hundred and nine,
there was born in Bethlehem of Judea,
in a manger, the Christ Child. He came to mankind
as a living example of the text that "giving doth not
impovertish, nor withholding enrich." Working
out a short lifetime on this theme, he infused
into humanity the spirit of Christmas, and
while it actually was not put into practice
for some generations afterward, it nevertheless
grew from the seed which the Master sowed
while on earth.

"What a world of good cheer ripples through the air sur-
charged with a spirit of this glad season!
'It is coming, Old Earth; it is coming to-night!
On the snowflakes which cover the sod,
The feet of the Christ-child falls gentle and white,
And the voice of the Christ-child tells out with delight
That mankind are the children of God.'"

The spirit of giving, of cheering the fellowman,
of casting off for a brief time the cares and worries
of a work-a-day world. All these are embodied, or should be, in the
true Christmas spirit.

Some generations ago, Christmas meant far more to the mass of human-
ity than it does to-day. We have taken it from the pedestal of free-will
offering and have placed it upon the pedestal of commerce. We have
commercialized it. For a few weeks before Christmas we are in terror of
forgetting to give a present to somebody who will give us one. The only
star of hope in our horizon is the certainty that some of these people whom
we shall forget will send us presents so far in advance of Christmas that we
can square our account without their suspecting it.

Once Christmas was quite another affair. Christmas Eve we hung
our stockings on the mantelpiece in full confidence that Santa Claus could
find his way through a six-inch stove pipe. We tried hard to keep awake
long enough to see him come, but we never caught him. Christmas morn-
ing found the stockings bulbous with gifts and with a barley sugar candy
cat in each toe, which, as a concession to the day, we were allowed to eat
before breakfast. But Saint Nick had escaped unseen.

And there was the Christmas tree, with a grandfather to distribute the
gifts and a strong force of uncles and aunts to maintain peace among the
cousins. And there was skating in the afternoon, and the choicest sort
of melee to give the finishing touch to a day to be remembered until it was
forgotten in the more specialized joys of a birthday.

How far away those days seem! It is not merely that we were boys
and girls then and are men and women now, although that probably makes
some difference. It is not even that to our unending surprise that we find
ourselves in the place of our fathers and mothers.

The spirit of Christmas itself has changed.

When we talk about Santa Claus to our children, they look at us re-
provingly, as those whose eyes have been opened. We still have our Christ-
mas trees, but from them have gone much of the good cheer and good fel-
lowsh.p of former days. Christmas like ourselves has been commercialized.

* * * * *

It is in fact the Memorial Day of a commercial age. Then as on no
other day, we face with compassion those who have fallen in our battles
for wealth.

For a moment we think of the thousands of children who have no
share in the easy life we give our children, and who must find the season's
joy in the charity dinner. Along with the barter to which we have de-
based our giving within our circle of acquaintances, we play at extending

the spirit of the day to those who are the refuse
of our industrial game. We give a trifle to help the
poor temper the bitterness of the year, with an hour
or two hours good eating.

However sincere we may be in our efforts to
spread Christmas cheer, our charity is none the less
a testimony to the fact that Peace and Good Will
have not come upon the earth. Poverty and
Wretchedness are not to be offset by yearly gifts
of baskets of food and out-grown clothes.

We ought to make the spasmodic kindness
of Christmas one of the constant forces of our work-
a-day life. Equality and fraternity are born not
of charity but of justice. Instead of commercializ-
ing Christmas we should Christmasize commercialism.

We do not pretend to be prophets, but we can
all dare to hope. And this is what we hope:—

"That some day the strong will help and not
exploit the weak; that some day fraternity will
mean more than the desire of one man to become
acquainted with another for reasons of the dollar;
that some day love will beget justice rather than
charity."

And Christmas is the one day in the year that
such hopes seem more than mere will-'o-the-wisps."

* * * * *

Christmas comes to the farmer, and likewise
the thresherman, as the last milestone of the year.
Just around the bend is the beginning of another
road three hundred and sixty-five days in length. The time glass must be
given another turn and old Father Time registers another gap in his sickle.
Christmas comes on the wane of the old year. Colder and colder—
days rapidly shortening—less and less sun. Summer and warmth
and life seem to be ebbing away forever. Suppose it should never stop, and
day finally disappear in everlasting night! So the first man in his first year
must have thought.

Up to the twenty-first of December there is no sign of relief. Every
day has been shorter than the last. But on the twenty-second there is
a difference. The almanac now tells us that we shall have three days of
equal length. Perhaps after all the sun will go no farther away. That
is now the best we can hope for. But the evening of the twenty-fourth
comes and, joy to mankind! The day is longer—longer! The tide of dark-
ness has turned. We are not to be swept away by it. The sun is coming
back! We can stand the frosts of winter cheerfully now, for we know that
summer will rise from the dead. Christmas is the promise of Easter wafted
back across the snows.

* * * * *

Let us gather round the festive board on this Memorial occasion with
as near a feeling of kinship and good-will to all mankind, as it is possible
for human nature to muster. Let us be satisfied in the feeling that our
lot has been cast in a place that might have been considerably worse, but
let us not be contented to the extent of drifting down the stream of another
year. Let each of us help the good time forward, and Christmas tells us
how.

* * * * *

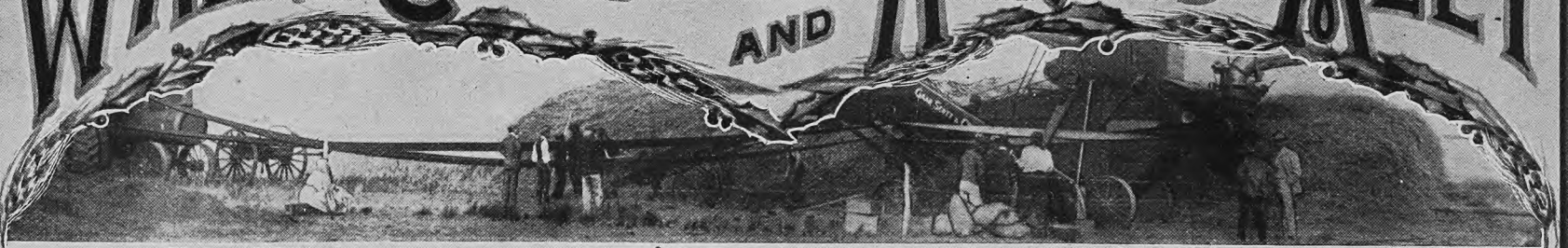
Christmas is Giving-Day. All life is "give and take," and for most
of us the other days are taking days—that is, on them we think most of
what we get, and measure our happiness by it—and what we are obliged
to give we regard as a misfortune. But on Christmas we rejoice in giving.
We think of other people's wants and not of our own, and we find the great-
est satisfaction in satisfying them.

That is the brotherhood spirit—that is the source of peace and good-
will—that is the sun which must rise out of the valley of darkness and drive
away the shadows—that is the tide which will at last reach the high-water
mark of human happiness, and make equality and fraternity real. Let us
fill ourselves with the Christmas spirit and carry it with us throughout the
busy year.

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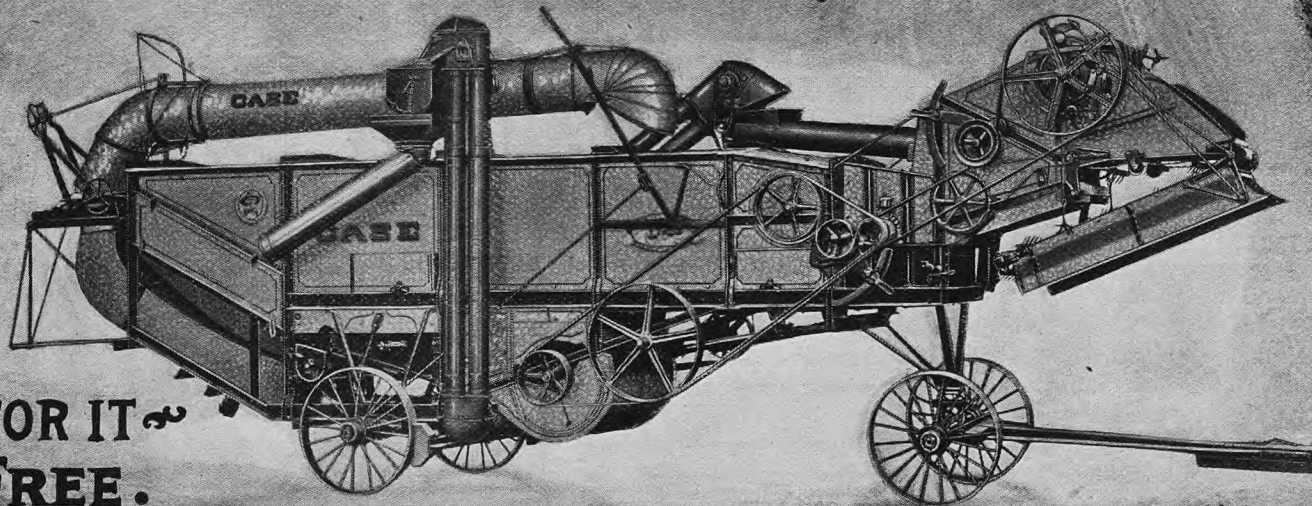
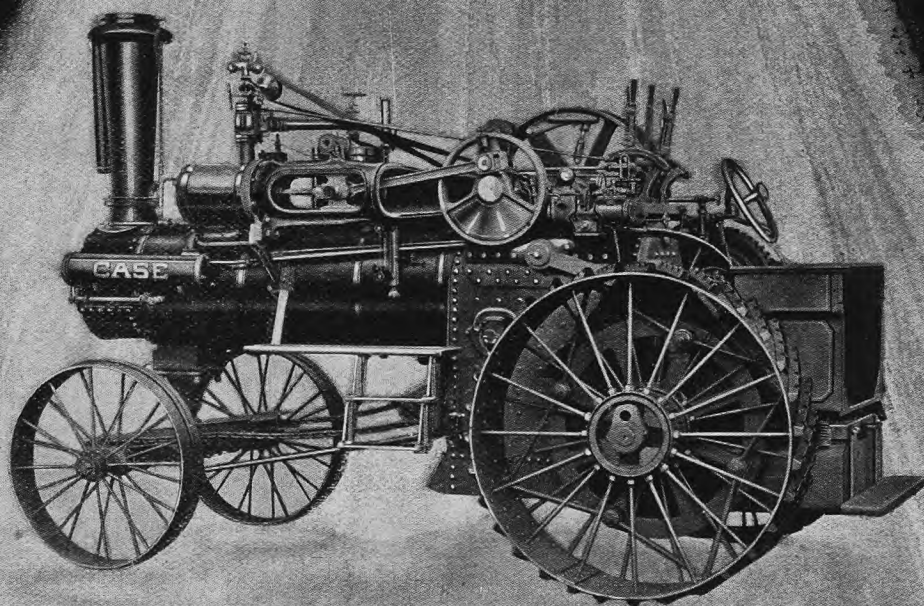
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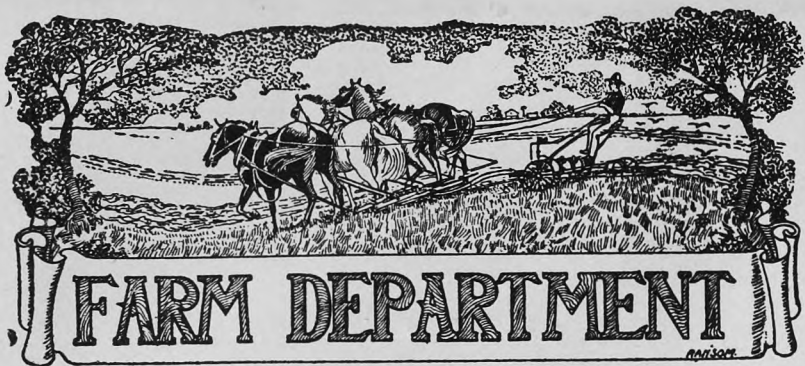
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On page 78 of this issue will be found the list of books given, and we hope to add new titles from time to time. They are all standard works in their line and range in price from 75 cents to \$3.00.

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Preparing the Seed Bed.

Too often is the result of a poor crop due to lack of proper preparation of the seed bed. A plant must, to give the best returns, be given the conditions most suitable for its growth and development.

Heat moisture and air are the necessary conditions for germination. The food stored up in the seed is, under favorable conditions,

sufficient to push the plant through the ground. When the stored-up food is exhausted, the young plant must feed from another source or perish. It is obvious then that the office of the tiller is to create and maintain such conditions that will best promote germination and further the development of the plant.

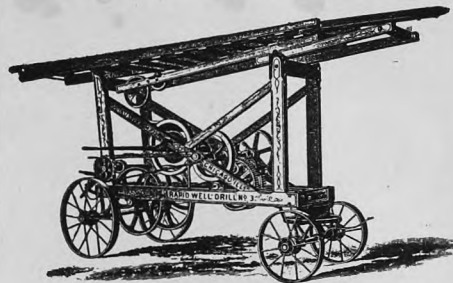
Wheat, is of course, the staple crop of the Middle West, and it is to it more particularly that I shall confine my remarks. The heavier soils are best adapted for the growing of this crop. Those of a lighter nature will give good results provided rainfall is frequent during the growing season. The land should be fall plowed to a depth of about six inches, taking care to turn under all vegetation.

Many reasons might be set forth in favor of fall plowing, among which the following are out-standing: 1. The advantage of earlier seeding. 2. The winter frosts more favorably effect the texture besides the killing of injurious insects. 3. Vegetable matter being turned under in fall undergoes decomposition, improving the soil texture.

Assuming that the land is fall plowed, the disc should be the first implement to use as soon as the land is fit to go on to in the spring. The deeper this implement does its work the better. Minute channels are formed through to the substrata as a result of rain and melted snow percolating down in the springtime. In order to conserve moisture from following rains and prevent its evaporation, these tiny tubes must be broken, and the deeper down this is accomplished the greater will be the amount of moisture conserved. Deep spring cultivation also tends to warm the soil and assists in the elaboration of a valuable plantfood. The slipshod method of putting the drill to work before a good seed bed has been prepared, is a thing of the past, with the truly progressive farmer.

The land wants stirring up, wants fining and compacting. These conditions are further advanced by the use of the common spits-tooth harrow. The number of strokes will be governed by the character and condition of the soil. Light soils obviously require more packing than do heavy ones. The amount of moisture present will also influence the extent of harrowing. If the land be dry much harrowing will not be advisable although no harm will result. Shortly after a

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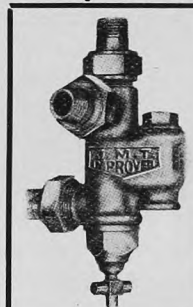
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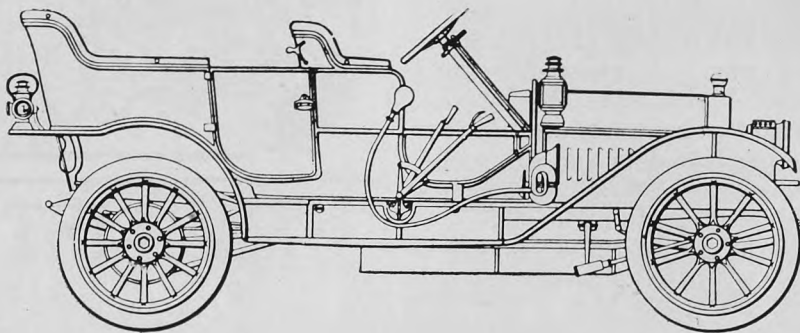
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Write for Catalogues and full detailed particulars.

rainfall is a good time to use this implement freely. Other times will suggest themselves, to the thoughtful farmer.

Sow the seed deep enough that it shall be in touch with moisture. Two to four inches give the best results. See that it is well covered. A couple of strokes with the harrow after sowing will cover any seed not covered with the drill, besides giving other beneficial results. Do not be afraid to harrow again just before and after the plants are through the ground. A slant-toothed implement is best for this purpose, as it will destroy young weeds and be uninjurious to the growing crop. I. B. ATTRILL. Grand View, Man.

Seed Grain.

Fellow farmers, have you selected your seed grain for the crop of 1909? It is of the utmost importance that it be selected early in the season, as it means the difference between a good crop and a poor one, or may be no crop at all.

There is a tendency throughout the country this year, to sell off all the high grade wheat and to keep the poorer grades for seed. The reasons for this are because of the prevailing pinch in money, that the farmer has suffered this last year, and also to the good weather that prevailed last spring, when almost any kind of wheat grew, but we may not get such a favorable spring again for years, therefore it is advisable to sow only the best grain obtainable, figuring that there is a difference of twenty-five cents a bushel between high grade seed and low grade seed, this only means about fifty cents an acre more for seed, but what is the difference when harvest comes. At the least anywhere from two to five bushels to the acre with the further advantage that grain grown from good seed will have more

vitality and mature earlier than that from inferior seed and is therefore less liable to be frozen.

Another point to be considered in choosing seed grain is in its freedom from foul seeds especially smut, always procure seed that is clear of smut balls, for it has been my experience that wheat that contains smut balls is liable to grow smutty wheat, no matter how it is bluestoned, as the balls break after the grain is pickled, again attacking the berry.

One more point about smut is that low grade seed (especially feed wheat) is more apt to be smutty in the harvest than what good seed is, and a carload of smutty wheat is worth at the least \$60 less than straight grade, surely a little consideration. It is also advisable to choose grain grown on good land, such as a piece of breaking or summer-fallow, as it makes stronger seed than stubble grain.

Togo, Sask. A SASK. FARMER.

Some Good Advice.

SOW THISTLE.

The sow thistle is the worst enemy the Western farmer has to encounter in the weed line. It is almost useless for a few farmers to try to combat either Canada or Sow thistle, unless the law compels all farmers to do their duties in this line. So far the weed inspectors have done very little towards compelling the farmers to destroy thistles. Many farmers have allowed acres of thistles to ripen, and blow all over the country.

The easiest way to treat Sow thistles where they grow in thick patches, is to cover them over with tar paper as soon as they appear in the spring. Shovel clay on the edges and lops to hold it firm and exclude the air. Leave it on all summer and you will find no trace of thistles by harvest. This method has been tried in Manitoba and

proven to be thoroughly reliable. If a field is so covered with them that tar-papering is out of the question, the best method is to plow the ground deep in the spring. Then cultivate with a hoe cultivator according as the thistles appear.

Canada thistles may be successfully eradicated by cultivation the same as for Sow thistles.

Wasting Straw.

I have often heard and read (and I know) that it is profitable to grind all grain and cut all fodder consumed on the farm. The first is generally granted to be true, but the latter suggestion is not so popular, but I know it to be just as true. Have you not noticed in feeding sheaves that there is a deal of waste, also some waste with feeding long hay?

Now, I contend that the waste is greater than it looks! Did you think of the cost to you to raise, cut, and garner all this good food, both in cash and energy? But you may argue that some waste is not preventable—this is granted, but still it is a sin to waste what is preventable, and how to economise in fodder and labor, I want to tell you, first let us remember it is not what a man EARNs that makes him rich; it is what he SAVES.

Up-to-date farmers have got, or are getting, a motor of some kind, many have already got a straw cutter and know the amount of labor required to keep the chaff cleared from the machine when cutting. This was my trouble for a year or two. I enquired the cost of a low elevator that would not reach into my loft, it was \$40. I have now built a wind-stacker consisting of four sweeps 8x30 inches diameter, this is put close to the fly-wheel, under the gear, and between the legs or frame, a wooden pulley 4x12 inches is put on between the drive pulley and frame, the

fan shaft has a wooden pulley 6x6 inches. The back of the fans are close covered, the front is closed in except a small hole, say 9 x 9 inches in the centre, this takes in both chaff and wind, the outlet is connected with 7 inch stove pipe; it will carry and stack in a loft successfully without manual labor, the revolutions of fan shaft is about 600 per minute. My cutter is a No. 2 Massey-Harris, suitable for hand or power, its capacity is as much as the average farmstead can get to it.

E. S. HARRIS.

Chipman.

Free Sample of Roofing You Don't Have to Paint.

The makers of Amatite Roofing have advertised their goods very extensively, but the mineral surface proposition is unfamiliar to many people who do not see how it is possible to make a flexible, pliable roofing with a surface of real stone.

Any man will recognize that a mineral surface will wear longer, for instance, than a painted surface, but one has to see how Amatite is made to really appreciate its advantages. The manufacturers, therefore, distribute samples very freely, and you can get one very easily by addressing a postal card to the manufacturers' nearest office. Address The Paterson Manufacturing Co., Ltd., Toronto, Montreal, Winnipeg, St. John, N. B. and Halifax, N. S.

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the big black plug
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everywhere, because of
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flavor.

Problems of the Farmer.

AFFECTING HIMSELF AND HIS NEIGHBORS.

I.

BY this time every farmer in Western Canada should know just exactly what his farm has netted him during the season of 1908. Whether the grain crop is sold or is still in the bins, it nevertheless represents a certain value produced by the farm, a value that is set against expense and profit or loss.

I wonder just how many farmers know how much they have really made or from what source it comes. Did each crop, such as wheat, oats, barley or flax, hold up its end? Did the cattle bring sufficient returns to warrant their feeding, care and pasturing? Did the hogs make a profit? I know what many a farmer will say: "I have a balance in the bank, which shows I have made money, so what does it matter as to the source of this money?"

A concrete case in explanation.

A certain farmer having 800 acres in Southern Manitoba, 640 of which are under cultivation, started in business some eight years ago. He purchased his land cheap, and the first year his crop paid him 30% on his investment. (This farmer, by the way, was not living on his own farm, but hired a manager). The next year, some new bunnings were added, fences were put up, stock added, more land was broken, and at the end of the year a profit of 20% was the result. The third year a profit of 12½% was made, and the fourth year the farm barely carried itself and made a legitimate interest on the investment, which by this time had been increased by the increased value of the land.

This led to an investigation, which was carefully carried on during the fifth year, which showed results as follows:

1. That the wheat crop paid well, making approximately 25% on the investment.
2. That the cattle were a losing proposition, making in every case for a loss.
3. That the hogs made a fair profit, when the fact that they were fed largely on cleanings from the grain that would otherwise have been hard to handle.
4. That machinery must be handled carefully and its life prolonged if it is to make a profit on the investment.
5. That transient labor is only about two-thirds as efficient as labor from help that is kept the year round.

The above are only a few of the many things that were discovered, but they are sufficient to show that the problem of farm management is one that requires careful watching.

It must not for a minute be assumed that the above are axioms that every farmer can follow. Each

farm is a factory and each farmer must work out his own system of costs and manage his plant in his own way. A wheat farm may make A rich and ruin B, while mixed farming would perhaps bring the bailiff to A in a double, quick. Study your own farmstead. Look hard and carefully for the leaks and you will find that verily your labor will have its reward.

II.

Every farmer has or should have, at this season of the year, more or less poultry to dispose of. It is not by any means the easiest stuff to raise, and everything possible should be done to get the best possible price in the market. Nice, choice birds are in demand during the holiday season, and the price secured is considerably a matter of how they are prepared. The following is a good, safe explanation of how to prepare fowl for market.

Hang the bird up by the feet and bleed through the mouth. Immediately after sticking pierce the brain with the point of a knife, which will cause the muscles to relax. Hang a weight on the lower mandible, grasp the wings close to the back so the bird cannot flutter and begin at once to pick.

The breast should be plucked first, starting near the crop, then pick the thighs and the back near the base of the tail, and lastly the wings.

As soon as the feathers have been removed the wings should be twisted over the back, the bird taken down and the feet washed.

The thighs and legs should be pressed to the body and the bird laid on the back to cool. This will give a plump or blocky appearance. Tearing the skin may be avoided by taking only a few feathers at once between the thumb and first two fingers.

An old bird may be scalded without seriously injuring its quality if properly handled, but owing to the large number of poorly dressed, scalded fowls a premium of 1 to 5c. per lb. is usually placed on dry picked stock. Boiling water may be used, but care must be taken not to leave young birds in the water too long or the skin will cook. The head and shanks should be kept out of the water, as the scalding will discolor them and make them unsightly.

Immediately after the bird is taken from the scalding water it should be dipped in cold water to stop the cooking and to "plump the bird." Hang it up by the feet as for dry picking, as no bird plucked on the lap or a table will have so good an appearance. If a scalded bird is exposed to drafts while being plucked or when cooling, the skin is likely to harden and become rough.



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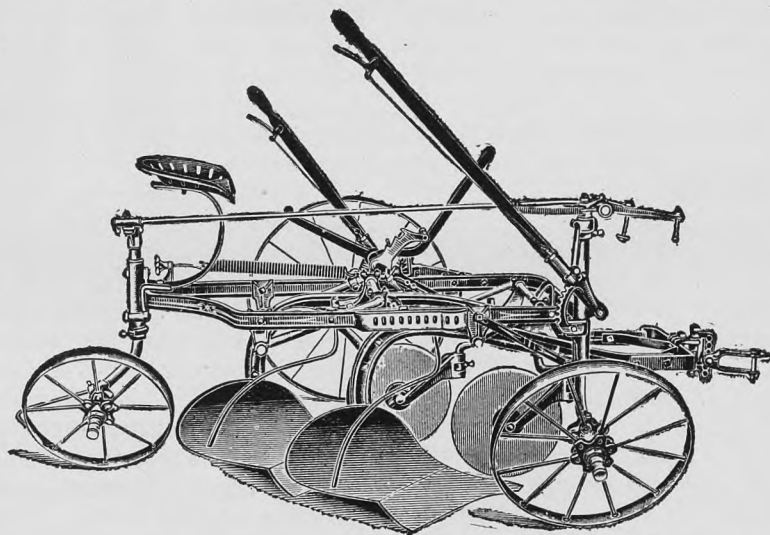
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when you know they are made only of the **best materials** and are well finished inside and out. They are also cut over **large patterns**, which allow free movement of the body but still retain a neat appearance in the garment. You are guaranteed satisfaction and the **prices are moderate.**

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New Eclipse Plows



Then again the "New Eclipse" has a combination Foot Lift and Locking Lever. This gives perfect control of the Plow in entering ground, and makes it very easy to raise out. That helps the sale.

You can also turn to right or left and there is no strain on team or pole.

Of course, the wheels attract your customers' attention. Their construction is different, and the advantages are seen at once. They have long distance Magazine Axle Boxes also.

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III.

Every little while the farmers of the country are besought to purchase some new seed grain, the very planting of which will make them rich. Circulars are sent out that contain statements strong enough to convince any farmer that the seed is bona-fide, and many are consequently bitten.

The last proposition along this line was a so-called Alaska wheat. Through a publicity bureau, statements were sent to most of the farm publications on both sides of the line. Extravagant claims were made for this new wheat, and many farm papers published them without first investigating their accuracy.

But the truth will out, and when the true facts were finally stated, it was found that this new wheat was a large, soft variety of vastly inferior milling quality, and consequently had no place upon the market. It was really nothing more than a feed wheat.

Just how many farmers were bitten will probably never be known but doubtless many were. It should serve as a lesson to all. Every farmer should be constantly on the lookout for anything that is new in his line, but he should also be very conservative as to their adoption until assured that the thing under consideration is all right. Don't bite upon everything that is new, especially in the line of seed grain. It is too serious a matter to tamper with.

IV.

This is the season of the year when the problem of the year's reading comes home to the farmer. With some it is a matter to be taken up and disposed of like any other piece of farm work.

With others it is a matter of hit-and-miss—a thing that can be put off and consequently is.

The question of next year's reading is something that every farmer should seriously consider. Of course you'll want "The Canadian Thresherman and Farmer," you'll want your local paper, likewise a political sheet that will keep you in touch with the country's conditions. It is not the purpose of your farm paper to do that, for it has another mission. Some one of the magazines for general reading is a good thing, and there is nothing better for the women of the farm-stead than the Ladies' Home Journal.

The boys and girls also want their paper, there being many good ones to select from.

Make up your list in bulk. Take it with you next time you go to town, purchase your money orders and the job is done—the publishers doing the rest.

It should be a law compulsory upon every publisher to discontinue subscriptions at the date of expiration. It is an imposition upon the farmer to keep on sending him papers after his subscriptions have expired, as it is so easy to neglect to renew, and the first thing he knows a bill of large proportions comes to hand for something he did not really want. The publisher who does such a thing is but saying that the farmer does not know his business and that he (the publisher) must take the matter in hand and run it for him.

Don't delay this matter of newspaper subscriptions. Renew promptly. You'll get better service and moreover you'll get what you want.

V.

Ever and anon the bug of co-operation finds its way among the farmers and impregnating them with the germ of discontent an organization is formed, this organization sometimes assuming quite large proportions. Reference for the present is made to the Society of Equity, which was formed ostensibly to control the price of farm products. A case in point comes from Brazil:

The government of Brazil made a desperate attempt to control the price of coffee in the interest of its growers. It came to the assistance of the growers with a total of \$75,000,000, taking coffee as security for loans. The government has now some 8,000,000 bags of coffee, and is unable to realize the price for them that growers demanded, and to secure which the government co-operated to the extent named. Brazil produces a very large percentage of the coffee of the world, and it seems that if any product could be "cornered" by its producers, or producers and their government combined, it is coffee in Brazil. Yet a heroic attempt to do so, under the most favorable conditions, has signally failed.

Growers have not got their price, nor has the world been suffering for coffee. It is said that large crops following the arbitrary valuation scheme was the cause of its failure; and it is likely that the over-production resulted from belief that the scheme would insure growers higher prices in the future. The prices were not realized, and the country has a large over-supply of coffee.

It is a large problem and well-nigh impossible for the 6,500,000 farmers in Canada and the United States, to form a compact, workable organization. The only practicable relief which can come to farmers in the way of prices for their products will be through decreased cost of distribution from producers to consumers; the present enormous spread in price be-

tween the two wrongs both, and the wrong can be righted safely, sanely, and without violation of any natural law of trade, nor of any moral law. When farmers will enter into practicable plans for bettering their condition with the zeal, enthusiasm and dogmatism with which they enter into impracticable plans or schemes they will begin to enjoy fruits of their efforts.

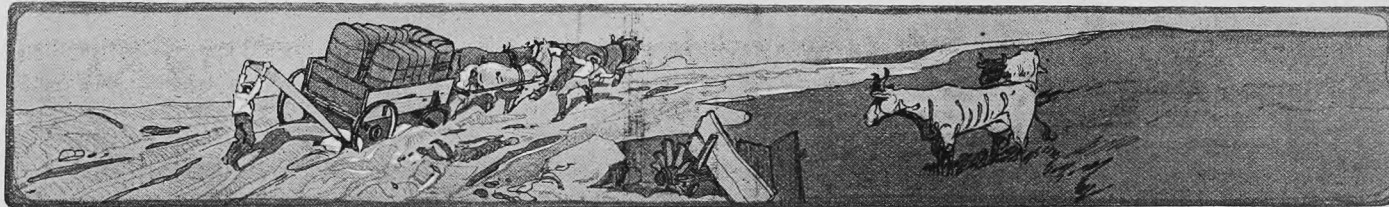
Hat-Making in the East Indies.

The making of bamboo hats is one of the chief industries of the natives of the East Indies, and quite often the children are more expert than their mothers in weaving the strips together and forming the designs, their fingers being younger and more supple. In transporting the long stalks of bamboo to the factory, the natives tie the ends of two stalks together, spread them apart a short distance forward of the center, tie a cross-piece between, and carry them on their shoulders.

Amatite—A Heavy-Weight Roofing.

The resisting ability of a roofing depends largely upon the amount of material there is in it—not upon the thickness nor upon the number of layers, but upon the actual density of the roof—that is upon its weight. A light weight ready-roofing may be as thick as Amatite, but if it is not as heavy, roll for roll, it can't have as much good stuff in it. Amatite weighs as much as roofings that cost three times its price.

Free sample and booklet on application to the nearest office of the Paterson Manufacturing Co., Ltd., Toronto, Montreal, Winnipeg, St. John, N.B. and Halifax, Nova Scotia.



H. J., **Q.** What is the correct way to stop a leaky stay bolt?

A. A stay bolt can usually be made tight by calking, but if it leaks badly and shows signs of being loose in the thread, a good way is to have someone hold a bar of iron or something heavy against one end of the stay bolt while the other end is riveted down with an ordinary size hand-hammer. This will swell the bolt in the hole and make the threads fit tightly, and will be more apt to keep tight than by simply calking.

R. S., **Q.** How can I get the slide valve in my engine steam-tight?

A. Slide valves and seats are made steam-tight by scraping them to a true surface with a scraper, according to the indications of a true surface. The valve and face should be trued separately. The valve is scraped first in the following manner: Take a little red lead or lamp black mixed with a little oil, and smear it over the surface of the surface plate with your fingers, wiping it nearly dry with the palm of your hand. Then slide the valve over the surface plate and wherever the dressing on the surface plate rubs off on the valve face it should be scraped down, as the marks on the valve face indicate the high places. Continue this operation until the spots become close together and get to be quite a number of them. It is not safe to have a large spot on the valve which you cannot mark by rubbing it on the surface plate, as it may be quite low at the spot. When the spots are close together it follows that the places between the spots cannot be very low.

After the surface of the valve is thus made straight, the valve seat is treated in the same manner, by using the valve to mark the seat instead of the surface plate used to mark the valve. Rub the dressing (oil, or red lead or lamp black) on the valve and slide the valve over the seat in the same way it is moved by the eccentric, and proceed to reduce the high places with a scraper indicated by the dressing.

A good way to make a scraper is to grind off the end of a scraper and also grind the teeth of the file off at the end. The cutting edge of the scraper should not be as a knife edge, but a square edge, just like the end of a board.

F. P., **Q.** Will you please inform me in what position the eccentric ought to stand when the crank-shaft is on center, and in what position ought the crank-shaft to stand when the exhaust escapes?

A. In a Woolf valve gear the eccentric is opposite the crank pin. In a link valve gear the eccentrics are about 120 degrees from the crank pin, one in each direction.

The Thresherman's Question Drawer

Answers to Correspondents

In a shifting valve gear or reverse gear, when the eccentric moves across the shaft to vary the cutoff the angle of the eccentric depends on the lap of the valve. The exhaust should occur at about seven-eighths of the stroke of the piston. This point changes with the cut-off the later the exhaust, the earlier the cut-off the earlier the release or exhaust.

E. H., **Q.** What is the matter with my Moore pump? When I start it to take water into boiler it will make a few strokes and then stop.

A. It will pump if not pumping into boiler. That is, if I let the water run on the ground; but will start hard then, too.

A. If your pump takes the water and will pump it on the ground, this would indicate that there must be something wrong with the discharge

water. You may have the injector thoroughly cleaned, but it sometimes happens that the jets get cut out by sandy water. In this case, the best thing to do is to send to the injector factory for a new jet. There are also valves that may become leaky, which may cause trouble.

M. K., **Q.** I have noticed at times the oil in a lubricator will turn brown when going up through the sight feed glass, which gives trouble, fogging the glass.

A. It may be your oil is not of a good quality. It often happens, when the sight glass is not full of water, that the oil adheres to the glass. This can be blown out without taking the oil out of the lubricator. The glass should have time to fill up full of water before the feed is started.



A question that should come home to every Thresherman.

pipe, or the pipe between the pump and the boiler. There may be a closed valve or one out of order. Examine the check valve and see that other valves are open. It sometimes happens that the feed pipe gets entirely lined up, just where it enters the boiler. This may be your trouble.

G. B., **Q.** I would like to know something about the nature and care of injectors. Mine is showing very little wear, and I cleaned it perfectly bright, but it would not work, connections all tight. I soaked it two days in concentrated lye water, and it works all right. Some said to use muriatic acid. Will either one injure it?

A. The failure of an injector is most often caused by a defective suction hose. It not only leaks but the lining gets loose and closes the hole and prevents the flow of

L. I., **Q.** How would you bank the fire in an open bottom boiler?

A. If the ash pan is not tight enough to prevent the fire burning too rapidly, the smoke-box door may be left open. The most common way of banking fire is to get the fire on a pile in one end of the fire-box, covering it well with coal and leaving part of the grate bare. Ashes are sometimes used to cover the fire. Every make of engine takes different treatment; a little experimenting will soon bring you to the right plan.

E. F., **Q.** What is the best way to re-pack the steam chest cover?

A. Is there any law against running an engine without steam gauge or safety valve?

A. What is the best way to re-grind a check valve?

A. How can I re-grind a glove valve that has a loose disk?

A. Any kind of packing will do for packing a steam chest cover. The thinner the better, as this packing is not so apt to blow out. A sheet of any kind of heavy paper is a good substitute for regular packing in case of an emergency.

2. Some cities require two safety valves on a boiler. While there may be some places where there is no specific law on this point, yet there would be a law to punish anyone who would destroy life and property, caused by the explosion without these appliances of safety.

3. Fine emery or sand and oil is good to cut the metal and a bit brace is a good thing to turn the valve. In some cases the valve has a slot in the top, so that it can be turned with a screwdriver. In other cases the valve can be fastened on a piece of wood and the wood turned by the brace. If there is no room to turn a brace the stick or screwdriver may be turned with the hand. This is a little more tiresome, as the power can not be applied as with a brace.

4. Take the disc off and put it on a stick of wood to grind it, or fasten it on the stem by placing a piece of hard board between the disc and the end of the stem and then turn the valve by the stem to grind it.

G. W. P., **Q.** We have been running a threshing engine for four years and we cannot keep the wrist from heating and cannot keep an oil cup on it, it pounds and jars the box and wears, the box does not heat. Can you tell me the best way to alter these troubles.

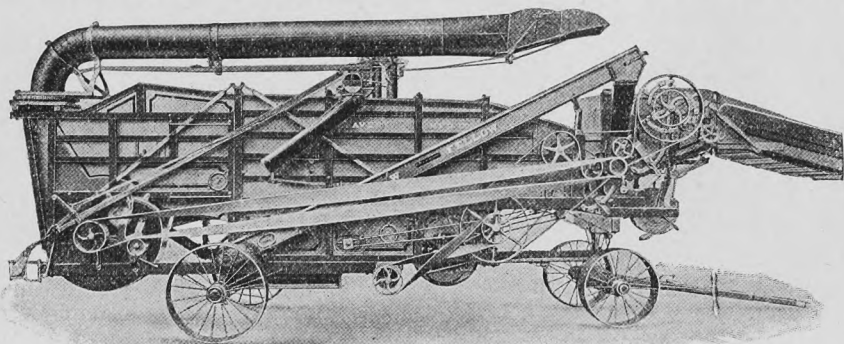
A. Two things may be wrong with your engine. Either the valve is set wrong or the engine is out of line.

If the valve is set with the lead all at one end, there is no steam cushion at the opposite end to stop the piston and other moving parts at the end of the stroke, consequently all the strain of doing work falls upon the crank pin and the main bearing, causing a knock once in each revolution. The obvious remedy is to re-set the valve.

If the engine is out of line, or if the wrist pin is not parallel to the main shaft it will bear against its box at only one point and it will heat and be impossible to keep in good adjustment. You can easily tell if the wrist pin is out of parallel with the main shaft by disconnecting the connecting rod from the cross head, tightening the crank pin box quite tight and then turning the fly wheel over. If the free end of the connecting rod moves sideways, and does not remain central in the guides it is evident that the crank pin is not parallel with the main shaft. The remedy is to turn the job over to a good machinist and have him put it in proper shape. The job is a rather difficult one and can not be done by a mere handy man.

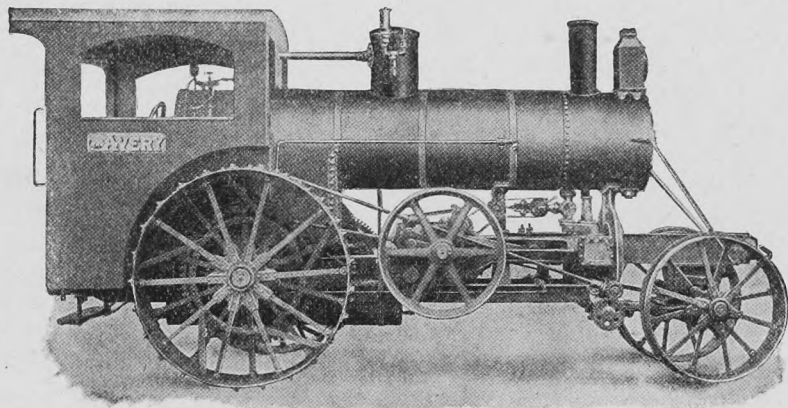
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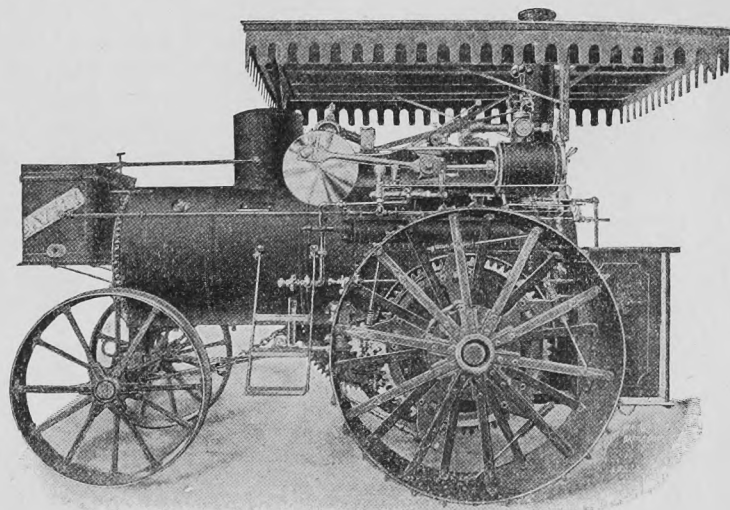
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Please state here whether or not you are in the market for any machinery, if so what, when you will buy, and whether new or second-hand.



THAT there will be another Agricultural Motor Contest at the Winnipeg Exhibition in 1909, is now assured. Ever since the last one, which by the way, was the first of its kind ever held on the American Continent, the managers and directors of the Winnipeg Industrial have been working on the proposition for another year, with the result that plans have been fully perfected and rules and regulations drafted that mean a big thing in the way of a Motor Contest for 1909.

It was a new venture in 1908. No one, not even the Fair Board themselves realized just what it meant, and while some mistakes were doubtless made they were no more than might have been expected in any new undertaking. It was not known just how the manufacturers would take hold of it in the way of entering machines for competition, nor was it known to what degree the farmers were interested in the farm motor as a part of their farm equipment. It is needless to say that in both cases those having the affair in charge, were agreeably surprised. The manufacturers on both sides of the pond took hold, and while only one manufacturer from across the Atlantic was represented, there were a sufficient number from this side to make a goodly number, of contestants and at the same time make the contest sharp and exciting.

One mistake was made in placing the maximum weight of the engine too low thus barring some engines that were properly within the field of farm tractors. No brake test was provided, which deprived the contest of much of its technical value, and there was furthermore a serious lack of help in running it, which made it exceptionally difficult for the judges in charge.

Few who have not been connected with such a contest can realize the amount of work that is entailed upon those in charge. Everything must be exact. There must be no guess work or "think-so's," but all facts must be reduced to a pencil and paper basis.

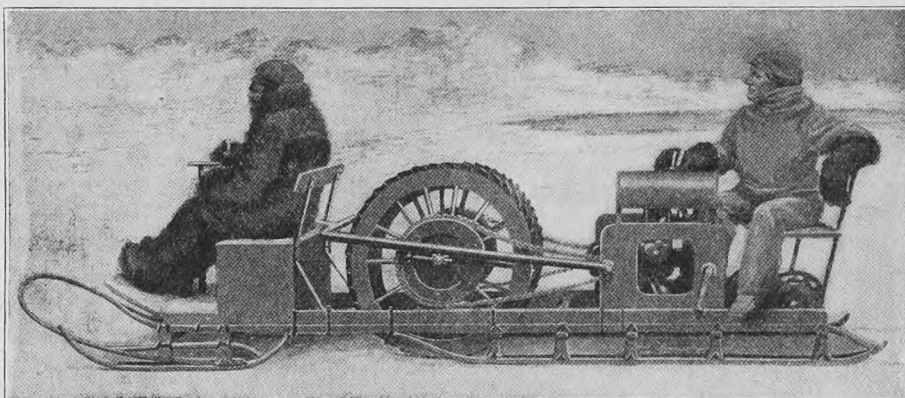
The manufacturer who enters such a competition does so with a great deal at stake. He is risking the reputation of his machine, and while every opportunity is given those who enter to demonstrate the workability of their engines for farm purposes, nevertheless the tests are severe, and it is only by careful engineering coupled with

a good machine that the manufacturer can make a creditable showing and come within the medal area.

The contest for 1909 promises to be in every way a much bigger and broader affair than that of 1908. Profiting by the conditions and experiences of the past the rules and regulations provide a field that includes almost every possible farm motor, and when viewed from the standpoint of the farmer, this is just what is wanted. The general purpose farm engine is what the farmer is after, and what he must have, if mechanical power is ever to mean anything to him. Steam was first in the field and the service which it has rendered the farmer has been invaluable. Gasoline has

could be tilled by mechanical power as economically as with horses, the farmer would have solved a big problem in farm economics. The farm is a factory, yet it is unlike it in the respect that there are certain seasons when everything and everybody must be rushed, and it is here where mechanical power plays its all-important part. Iron and steel have been preparing for ages beneath the earth's crust, for just such a service as the farmer demands at rush times. It is just a question as to what is the best shape into which it can be moulded in order to perform the work properly. Let the motor contest help to decide.

The rules and conditions as laid down by the Exhibition Board for



A Motor Sleigh designed to reach the South Pole

(Courtesy "Popular Mechanics.")

now begun to assert itself, and the contest between the internal and the external combustion engine for high place with the farmer is keen and full of many valuable lessons.

What the farmer wants is power, cheap and plenty of it, and at the same time it must be developed by a machine that is not too cumbersome and complicated for practical purposes. The matter of farm power is a vital one with every farmer to-day, it matters not whether he farms a quarter section or whether his tilled holdings are measured by sections. He needs tractive power in any case, and it is this need that such events as a motor contest will enable him to meet in the best way and with the most profit to himself. If every foot of land

1909, are in the main as follows:—

1 The classes shall be for:

INTERNAL COMBUSTION.

(A) 20 brake H.P. and under.

(B) 21 to 30 brake H.P.

(C) Over 30 brake H.P.

(D) 75 brake H.P., Steam Engine class.

First Prize—Gold Medal.

Second Prize—Silver Medal;

Third Prize—Bronze Medal;

In each section.

A Championship Prize shall be awarded to the motor gaining the highest number of points together with its suitability for general farm purposes.

2 All entries must be made on or before June 1st, 1909.

Entry fee for competition \$5.00 per motor.

3 Accompanying the entry form must be sent a specification giving a full description of each motor entered for competition. This specification must include the bore and stroke of cylinder, size of driving pulley and speed. Size of wheels, brake and rated horse power, fuel and water capacities (in cubic inches), and the class of fuel used. Selling price F.O.B. Winnipeg.

4 Any firm or individual may enter more than one motor.

5 No restriction will be placed on the nature of the fuel used, or class of engine. It is to be understood that the fuel shall be such as can be readily procured in Canada, and that the Winnipeg prices of the various fuels shall be taken into consideration.

6 The class of fuel should be stipulated, such as coal, or wood for steam engines, and gasoline or coal oil, for internal combustion engines, when sending in entry form.

7 All fuel shall be supplied by the Association during the competition at cost, and water free.

8 Each competitor himself shall make all arrangements for the necessary staff for running his motor.

9 All motors entered for competition must be on the Exhibition Grounds not later than Tuesday, July 6th, 1909.

10 All competitors must have their motors ready for weighing and taking particulars of the fuel, tank capacities, brake H.P., etc., on Wednesday, July 7th, 1909.

11 Each motor will be allotted an official number, which shall be displayed during the competition.

12 The Plowing Competition will take place Tuesday and Wednesday, July 13th and 14th, 1909.

13 The tests will comprise, plowing, hauling, belt driving, and break test, but the Association reserve to themselves full powers to rate the engines and carry out any additional tests they may deem necessary.

14 The plows and other implements must be supplied by the contestant.

15 The Plowing Competition will take place in close proximity to the Exhibition grounds.

16 The decision of the judges shall be final.

17 Each contestant must supply for his motor a recording dynamometer.

18. All enquiries or complaints during the competition must be made to the engineer in charge or to the judges.

19. No motor shall leave the Exhibition Grounds before Friday, July 16th, 1909.

In considering the merits of the competing motors, special importance will be paid to the following points:—

1 Weight of motor.

2 Brake horse-power developed.

3 Fuel and water consumption.

4 Distance that can be travelled without replenishing.

5 Turning capabilities.

6 Protection of working parts from mud and dust.

7 Accessibility of all parts.

8 Travelling speeds.

9 Ease of manipulation.

10 Clearance of working parts from ground.

11 Steadiness of running for belt power.

12 Selling price F.O.B. Winnipeg.

13 Design and construction of engine.

The contest for 1909, will be in charge of Prof. A. R. Greig, Professor of farm mechanics at the Manitoba Agricultural College.

Prof. Greig was one of the judges in the last contest, and consequently is very well equipped to take charge of the 1909 competition.

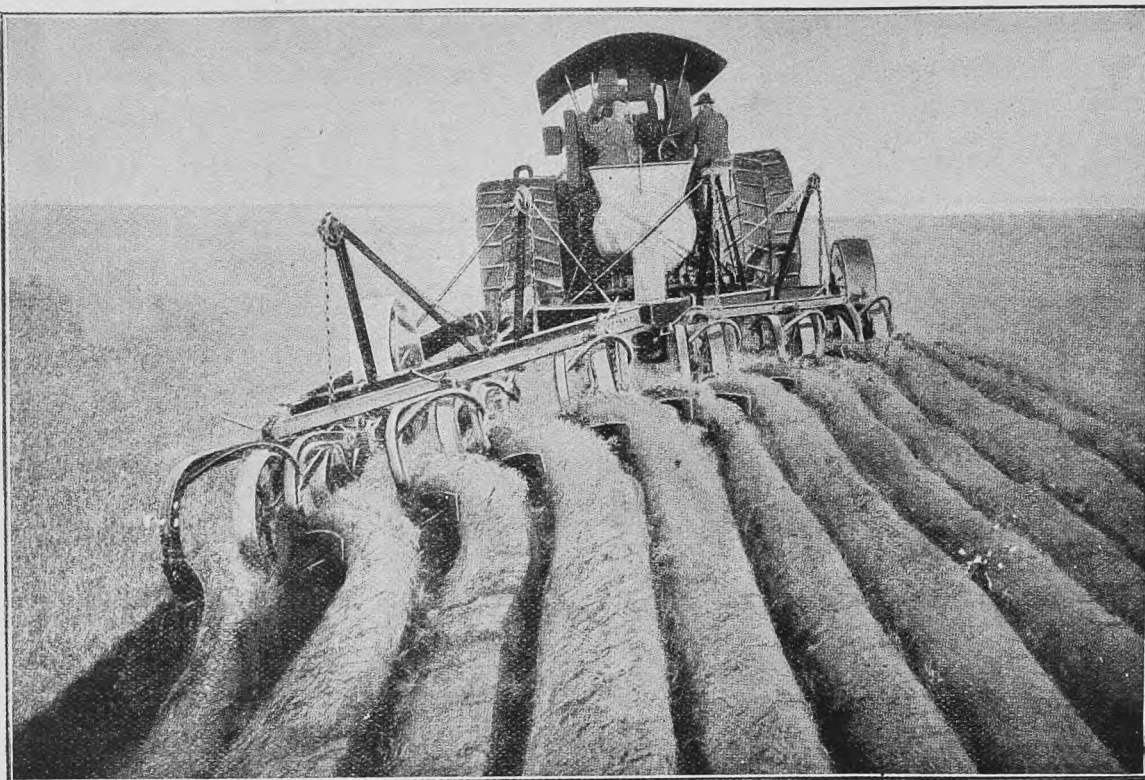
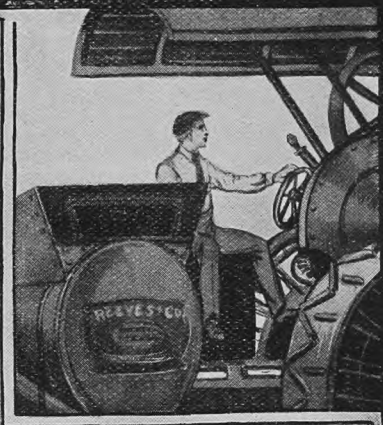
It should be a matter of considerable satisfaction to the Exhibition Board that they were the first to inaugurate such a contest, and the least that the farmer and manufacturers can do is to give it their hearty support.



The above represents the six contesting engines at the finish of the 1908 contest. Some of the plows have been detached. The three winners in the final are represented at the left of the group, placed in the order of their winning, reading from right to left. Kinnard Haines comes first, International 15 h.p. second, and Marshall & Sons (England), third.

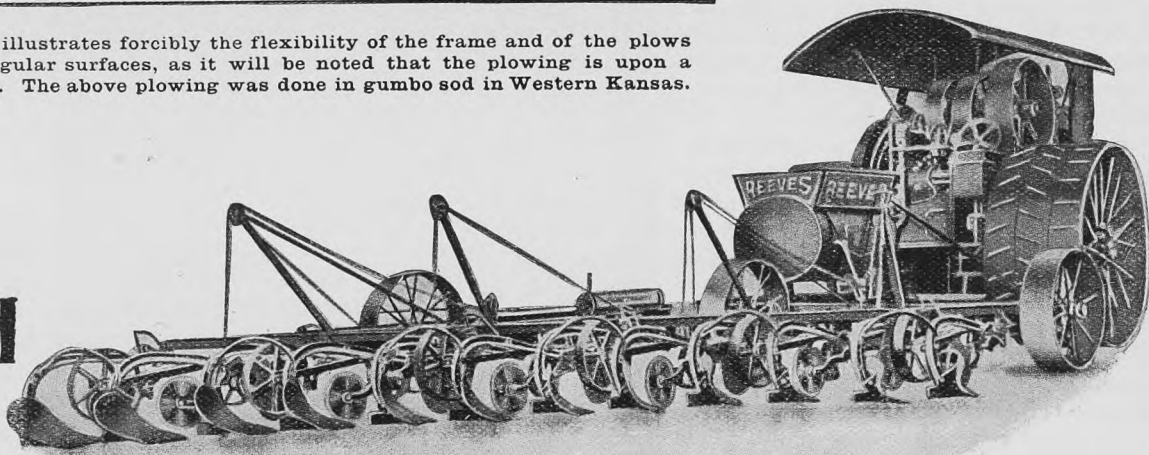


FALL PLOWING MADE A PLEASURE ON A MONEY MAKING BASIS WITH THE REEVES FLEXIBLE FRAME STEAM LIFT ENGINE GANG PLOW



The above rear view of REEVES Plow illustrates forcibly the flexibility of the frame and of the plows to accommodate themselves to irregular surfaces, as it will be noted that the plowing is upon a ridge depressed sharply to the left. The above plowing was done in gumbo sod in Western Kansas.

**IF
MOTHER EARTH
COULD TALK**

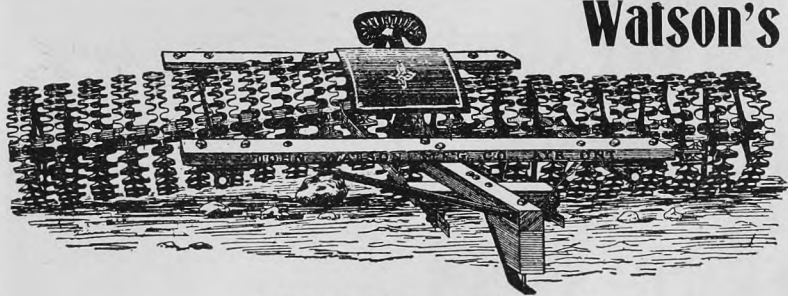


Rear view of the REEVES Plow, showing plows set level ready to go into the ground.

She would substantiate all we say; but our many customers, who plow with the REEVES speak for her and will tell you all about it. Their statements are positive facts, based upon actual plowing experience. We have books full of them of which we shall be glad to send you a copy upon request. Don't neglect to send for one, it contains pointers on plowing that will become very useful to you and start you on a profitable money making basis. Do not overlook to send for this book before you invest your money in a plowing outfit. Remember the old saying--"A Stitch in Time Saves Nine," save the nine and write to REEVES today.

REEVES & COMPANY
COLUMBUS, IND., U.S.A.

Chicago
ENGR. CO



Watson's Flexible Pulverizer and Compressor

REASONS WHY YOU SHOULD USE IT.

1. It compresses the soil around the seed.
2. It tends to conserve the moisture in the soil by checking evaporation.
3. It leaves the surface rough, holds the dust and prevents blowing of the soil.
4. It does not leave the soil in ridges and hollows for the rain to run off.
5. It does not press the clods into the ground, but crushes them.
6. It is impossible to clog if the ground is in condition to work with any implement.
7. Being flexible, it will conform to ground—level or dead furrow—leaving nothing untouched.

Made in Two Sizes as follows:

With 16 wheels, for 3 horses; (Weight 2100 lbs.) Width 10 ft. 6 in.
With 22 wheels, for 4 horses; (Weight 2800 lbs.) Width 14 ft. 6 in.

24 in. wheels. Removable Boxing on all Wheels and Centre Castings.

Latest Improvement in Pole Equipment.

Write direct to us if you cannot purchase our machine from your local dealer.

A FULL LINE OF BOSS WOOD HARROWS—The BEST in their class.

WINNIPEG

John Watson Mfg. Co.
LIMITED

MR. F. COCKSHUTT, president The Cockshutt Plow Co., Brantford, spent some time in the West during the past month. Mr. Cockshutt made a business trip through to the Coast visiting Regina, Calgary, Edmonton, Saskatoon and other points. Mr. E. A. Mott, of the Cockshutt Plow Co., of this city, met him at Calgary.

"Loyalty to Canada does not consist in believing that we have a country that is bound to become great or in boasting that we live in it. If Canada is to become a great nation then everyone in Canada must do his share of a nation's work."

LORD MILNER.

Mr. Robert Walker, of the J. B. Armstrong Co., Guelph, spent considerable time in the West during the past month. While in Winnipeg, Mr. Walker was a visitor at the Cockshutt Plow Co., who handle Armstrong goods for Western Canada.

"Wheat is the modern lotus flower and that, when people once taste it, they will never again be content with poorer fare. Unlike the lotus-eaters of old, however, the wheat eaters do not dream away the time in idleness, but go out to conquer the world."

J. J. HILL.

Mr. Leo Rumely, sales manager, the M. Rumely Co., Ltd., La Porte, Indiana, was in the city during the latter part of November, for several days, looking after the Company's business here. He was accompanied by Mr. H. Kane, the Company's manager at Grand Forks, N. D. Both gentlemen report a good trade in Canada, in 1908.

"The 1908 crop of the Western Provinces should realize a money value to the farmers of practically \$159,000,000. If somebody could find a mining country that would produce one-half as much in a year, what a boom in stocks there would be."

F. W. THOMPSON,
Pres. Ogilvie Milling Co.

Mr. N. P. Thompson, manager of the Canadian Port Huron Co., has just returned from an extended trip West as far as Calgary. Mr. Thomp-

son reports a good business for 1908, and prospects good for 1909.

"When the settlement and development in Western Canada is an accomplished fact it will produce such a vast amount of wealth annually as to make it one of the greatest markets for the manufacturers of the world to compete for, and this right at the doors of the United States and not across the Pacific Ocean."

ROBERT R. JONES
of Chicago Inter-Ocean.

Mr. Thos. Drummond, general manager of the American-Abell Engine and Thresher Co., Toronto, has just returned to Winnipeg after an extended trip throughout the West. Mr. Drummond spent considerable time at the various points studying conditions, and reports himself as being very well satisfied. He reports the past season as a good one from the manufacturers' and implement men's point of view.

"If Canada is to become a great country, she must not only have a supply of the best brain and muscle, but she must have capital. In this matter she stands in an unrivalled position."

LORD NORTCLIFFE.

Mr. L. Hartshorne, manager of the American-Abell Engine and Thresher Co., has just returned from an extended trip West in the interests of his firm. While away, Mr. Hartshorne closed a deal with Cushing Bros., of Calgary, whereby their building on first and twelfth Ave. West, was leased for the use of the American-Abell Co. This move was necessary owing to the firm's increase in business and the outgrowing of their old quarters. The building will be well stocked with machinery, and a large supply will be carried in the future for the benefit of the Alberta trade.

Another Winnipeg visitor since our last issue, was Mr. J. A. Hollowell, sales manager for the Winona Wagon Co., of Winona, Minn. While in the West he made several trips to different points accompanied by travellers of the Parlin and Orendorff Canadian Plow Co., who handle Winona wagons in this territory.

"The newly-arrived settlers have harvested a great wheat crop—both in quantity any quality, greater still for the price it is bringing."

CHAS. M. HAYS,
Pres. Grand Trunk Pacific.

Mr. Frank K. Bull, president the J. I. Case Threshing Machine Co., Racine, Wis., was a Winnipeg visitor during the past month. Mr. Bull was accompanied by Mr. James Cowling, purchasing agent for the Company.

"I discovered the most progressive man in North America yesterday, in a box car on the spur leading from the Canadian Northern to the Grand Trunk Pacific, near Saskatoon. He sat on the top of his piano, and at the forward end of the car were bricks, imported personally from the United States. In the rear end were bird cages, bags of seed wheat, and other things. All the material for success in a new country, not forgetting the bricks, were present. When I asked him how soon he was going to reach his destination, this immigrant replied that he expected to get there as soon as the rails had been laid along which his car could be hauled. He was billed to a station not on the map when the car started. He is now helping the construction gang to make the railway which will make his home. He is the incarnation of the spirit of the North-West, which not only keeps pace with its facilities, but outruns them."

WILLIAM HARD,
of "Everybody's."

Mr. Jno. Herron, manager of the Winnipeg branch of the Waterloo Mfg. Co., is at present on a trip East to Waterloo, the home office of the company, arranging for next year's business.

Mr. H. W. Hutchinson, managing director of John Deere Plow Co., Ltd., has just returned from a trip West. Mr. Hutchinson, while away visited Calgary, Regina, Edmonton and other points.

It is with regret that we chronicle the death of Mr. H. P. Coburn, of Hamilton, Ontario, on November 25th, 1908, after a brief illness. The demise of Mr. Coburn takes from the list of Canadian implement manufacturers one of its oldest and best known members and while he, in his lifetime of 73 years, did his share towards building up Canada's present manufacturing industry, there is always that feeling that his place cannot be filled just as he has filled it.

Mr. Coburn was vice-president and general manager of the Sawyer and Massey Company of Hamilton, a concern which he served for over forty years. Mr. Coburn was related to Mr. L. D. Sawyer, of the old L. D. Sawyer Company, and when that concern was merged with the Sawyer and Massey Company, he came into the new firm. From a small shop employing only a few men, he saw the Company grow to be one of the largest threshing machinery factories in Canada, and as one of its heads at his death, he could look back upon the career of a man who grew up with the growth of a mammoth business.

Mr. Coburn was a most generous man, with the welfare of the community always at heart. He was a life member of and a constant worker in the Presbyterian church. He was also a liberal patron of the Y.W.C.A. and the Y.M.C.A.

No better testimony of the business ability of Mr. Coburn can be given than the fact that one concern saw fit to utilize his services for close onto fifty years.

The best testimony of Mr. Coburn—the man, is the high esteem in which he was held by his friends, his business associates and all who knew him.

CHRISTMAS WEEK

Is a good time to talk to your neighbors about that

THRESHING MACHINE FREE

Complete with BAND CUTTER AND SELF FEEDER, WEIGHER AND WIND STACKER

(Your choice of any size or make).

FOR 50 CENTS you can put yourself into line to get a Prize that is worth considerable money, and in addition you receive "The Canadian Thresherman and Farmer" for a whole year, which as one subscriber writes: "is worth as many dollars as it costs cents."

We want every one of our subscribers to get busy right now on this contest. Don't put

it off expecting to do it to-morrow or next week. Remember your guess may be absolutely correct, but a few days delay may have let some one in ahead of you. Talk to your neighbors about "The Canadian Thresherman and Farmer." They have all got the price of a year's subscription to spare, and you will increase your chance of getting the machine free with every new name that you send in.

THE WAY TO SECURE IT

Ending August 1st, 1909, "THE CANADIAN THRESHERMAN AND FARMER" will carry on a guessing contest, open to everyone in Canada, except residents of Winnipeg. Fifteen pounds of No. 1 Northern Wheat have been obtained, placed in a vessel and sealed, to remain there until the day the contest closes, when it will be taken out and counted by a Board of three Judges, none of whom are in any way connected with "THE CANADIAN THRESHERMAN AND FARMER," or with any Threshing Machine Concern.

Now as to the contest. Every person subscribing to "THE CANADIAN THRESHERMAN AND FARMER" before August 1st, 1909, is entitled to a guess as to the number of kernels in this particular 15 pounds of wheat. The name and guess of each person remitting, with the date of the subscription, will be recorded, and the person who first guesses the correct number or nearest to it, will be declared the winner, and we will deliver to his order F.O.B. Winnipeg, any make or size of Threshing Machine, complete in every particular, and equipped with any Band Cutter and Self Feeder, Weigher and Wind Stackers he may desire.

869,762 KERNELS

Was the exact number in a bushel of wheat counted in 1903. This does not mean that one-fourth of this amount will be the number that will get the

THRESHING MACHINE FREE

but is simply given as a guide for you to work by. It is a well-known fact that the varying size of the kernels in different grades of wheat will change the amounts in bushels of different grades considerably. We do not know what grade the above wheat was, and consequently do not know how close it should come to the wheat in our 15 POUND BOTTLE OF No. 1 NORTHERN RED FYFE. We give you the above information for just what it is worth, hoping that it will aid you in your guess.



THE WHEAT

was selected from regular stock, and no one has yet any idea of just how many kernels it contains, nor will they know until after the Judges have taken them out and counted them. We, therefore, will not have the slightest idea as to who the winner is until after the Judges have made their report almost a year hence.

Everyone who subscribes is entitled to a guess, likewise everyone who sends in 50c. for a year's subscription. This does not mean that the person subscribing also has a guess, but only the person sending it in; for example: if John Jones secures a subscription from John Brown, and John Jones remits, us the 50c. he alone is entitled to a guess. This applies to both new subscriptions and renewals. You may send in just as many subscriptions as you like sending in your guess with each one. You are also at liberty to secure subscriptions at the rate of three years for \$1.25, which will entitle you to three guesses or five years for \$2.00, which will entitle you to five guesses.

Remember it costs you absolutely nothing, and that you stand a good chance of winning a Threshing machine complete (your own choice, any size or make). We want everybody to get into line and send in your own subscription, with as many of those of your friends and neighbors as you can secure. Remember there is no limit to the number of guesses that you have, and every time you send in a subscriber and make a new guess, you increase your chance of winning.

Below you will find a blank to fill out and send in with your remittance. Extra blanks will be supplied in any quantity desired to those wanting them. Let us have your request for blanks just as early as possible in order that you may get to work in your locality before someone else gets ahead of you. Remember it is the early bird that stands the best chance of getting the worm.

**HOW MANY KERNELS IN
THIS 15 POUNDS OF NO. 1
NOR. RED FYFE WHEAT?**

**E. H. HEATH
COMPANY
LIMITED**

SUBSCRIPTION BLANK
E. H. HEATH COMPANY, LTD.
WINNIPEG, CANADA.
Gentlemen:—Please find enclosed.....
for.....years subscription to "THE CANADIAN THRESHERMAN AND
FARMER" to be sent to.....
Subscription sent in by.....Address.....
My estimate as to the number of kernels in 15 lbs. of No. 1 Northern Red Fyfe
Wheat is.....Date.....

**WINNIPEG
MANITOBA
CANADA**

Is the Farmer Getting Lazy?

— "A Winter's Tale." —

GETTIN' dark outside and cold. Wind's in the northeast and you can just FEEL the blizzard comin'.

"Well, let her come! Smoke house is hangin' full of prime smoked meats, good as Armour ever saw. Plenty of preserves and canned fruit down the cellar, and the pantry loaded with groceries. Stack o' wood out there in the wood-shed, enough to last two months.

"Pile in plenty o' wood in the round-oak and let's be comfortable. Nothin' to worry about to-night. Chores all done up, stock all fed and watered and bedded down. Let the old 'Bliz.' howl and whistle, we're ready for it. I'm feelin' lazy to-night, just goin' to prop my feet up before the fire, get out old 'Bet-sy,' the best pipe I ever owned, and smoke and read and enjoy myself till bed time.

"Say, sonny, hand me that box o' plug-cut and those letters and papers that come this evenin'. I'm just wonderin' what kind of a durinkus they've invented this week to sell to us poor farmers that somehow seem to get along whether business is smilin' or havin' fits.

"Now, I'll TELL you—those fellers are goin' to keep on monkeyin', makin' jimeracks and farm-machinery till we won't have nothin' to do these cold winter mornings but lay abed an' try to figure out whose goin' to get Laurier's job in Ottawa.

"We'll just have a row o' push buttons 'long the wall near the bed. One button milks the cows, next button feeds and waters the hosses, next one starts the cook-stove gettin' breakfast an so on and so FORTH.

"Sonny, hand me a couple more matches. My old pipe's got the wheezes to-night and your pa's most too lazy to keep it up. Let 'Shep' in while you're up. He's whinin' out at the kitchen door.

"Now I'm goin' to read my mail.

"Hello, here's a letter from the feller that sold me that cream separator. I wrote him flat-footed that I was goin' to bring it back. We'll just see what he says.

"He says, all right, bring it back and I'll return your money at once. I'm sorry it didn't please you, but there's no hard feelings on my part."

"I claim that's purty darned square. That's a purty good separator too. It didn't work on cold milk as well as he said it would, but pshaw, neighbor Bill Jones' separator don't work good on cold milk, either—and he paid more for his machine than I did for mine.

"By golly, I'm going to keep that separator. It's all right and besides it's a lot of trouble to box it up and haul it to the agent.

"Get me another match, sonny, shake down the stove a bit."

"Now we'll see what this other fellow's got to say in his letter. I never wrote him since I sent for a plow catalogue, and he has written me three times, and by golly, every time he gets me more interested. Hello, what's this, says he'll have a salesman call on me with the local agent next week. This buying implements now-days is a snap; all you have to do is read your farm papers, send in an inquiry, and the other fellow keeps the ball rolling until the first thing you know they have got the very machine you want, right at your front door; all you have to do is to sign your name to a check, and that's easy. This fellow says he'll put his plow up against anything on the market, and if it doesn't come up to expectations, he'll pay the fiddler. By George, I've got a notion to take him up on that deal. I don't see how he can afford it, but that's his business, not mine. I'm going to need a plow shortly, so here goes. Seems to me that letter calls for some sort of reply, and by golly, I'll just tell him to send his agent right along, and I'll give him dinner when he comes out, and it won't cost him a cent. Sonny, you lick the stamp, and put the letter on the table by the door, so it will be mailed to-morrow; your dad's feeling kind of lazy and has a sort of don't-care feeling to-night.

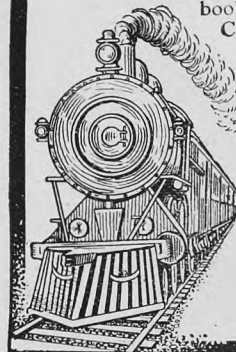
"Now for letter number three. Well, gee whiz, here's a feller got hold of my name somewhere, and writes me a letter to let me in on a rubber plantation deal. Says I am one of his special favorites, and that there are very few to which he is extending the generous privileges he is offering me. Open that stove door, quick, and let me burn it up. I ain't got any time to do any rubber farming down in South America this year.

"Here's the last letter in the bunch, and I see right now it is from the firm that sold me that gasoline engine. You know it broke down the other day, sawing wood, and I wrote and asked them about that guarantee they made such a strong point of. By jucks, they're going to send me those parts free. All I've got to do is to pay the freight. I don't even have to go to town to get them, till I want them. I'm beginning to believe that those implement fellers are a pretty square bunch, and that they'll do their part every time, if you'll give them half a chance.

"No, golly, here's another letter. I thought that was the last one. Funny how those fellers get a hold of my name, believe I'm



We teach and qualify you by mail in from 8 to 14 weeks without loss of time from your present work. Positions are secured; in fact, there are many openings right now if you were qualified to fill them. Our Course is the most complete treatise on the subject of Railroadng in existence. We defy any school to show a course anywhere nearly as thorough. Don't tamper with your education by buying cheap bargain courses. Ours is the only School of its kind in Canada with textbooks written for use on Canadian Railways.



Our free booklet tells all about our system of teaching. When writing, state age, weight and height.

ADDRESS:
THE DOMINION RAILWAY SCHOOL
Dept. A
Winnipeg, Canada.

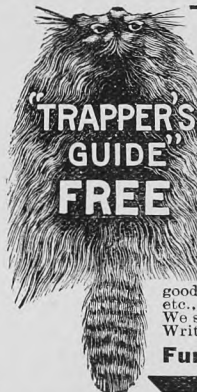
IF YOU WANT A BIG SALARY
YOU OWE IT TO YOURSELF TO WRITE
US A LETTER OR A POSTAL.

Don't you often wish you had a good position and a big salary? You see other men who have. Do you think they get them by wishing? Don't you feel if you had the chance you could do their work? Of course you could. Just say, "I'll do it," and you will. Get your pen. Write us a letter or postal. We will show you how.

YOU CAN EARN BIG MONEY. WE WILL START YOU FOR IT.

FIREMEN AND BRAKEMEN!
Earn from \$75 to \$150 per month.

With the rapid progress of railway building in Canada it takes only two or three years to be advanced to engineer or conductor, whose salaries are from \$90 to \$185 per month.



"TRAPPER'S GUIDE" FREE

Cash For Skins

You get the highest prices and the quickest returns when you ship your furs to Funsten. Coon, mink, skunk, muskrat, marten, fox, wolf, lynx and other furs are valuable. We handle more furs direct from Canadian and Alaskan trapping sections than any other house in America. The biggest American and foreign buyers are represented at our daily sales, which run from \$25,000.00 to \$50,000.00 a day. The fierce competition among buyers at our big sales enables us to get higher prices than anyone else. That's why we can send you the most money for your furs, and send it quicker.

Big Money in Trapping While work on the farm is slack, do some trapping. It's good sport and pays big profits. We furnish trapping outfits at cost. Traps, Bait, etc., that make trapping easy. Write today for Catalog B and full particulars. We send our New Trappers' Guide, Fur Market Reports and Shipping Tags FREE. Write for them today. Act now, for this is your big money-making opportunity!

Funsten Bros. & Co., 304 Elm Street, St. Louis, Mo.

MAKE NO MISTAKE!

There is ONE BEST brand in all lines of trade.
There is ONE BEST line of road connecting
the North-west with CHICAGO and THE EAST.

— THAT LINE IS THE —

CHICAGO MILWAUKEE & ST. PAUL RAILWAY

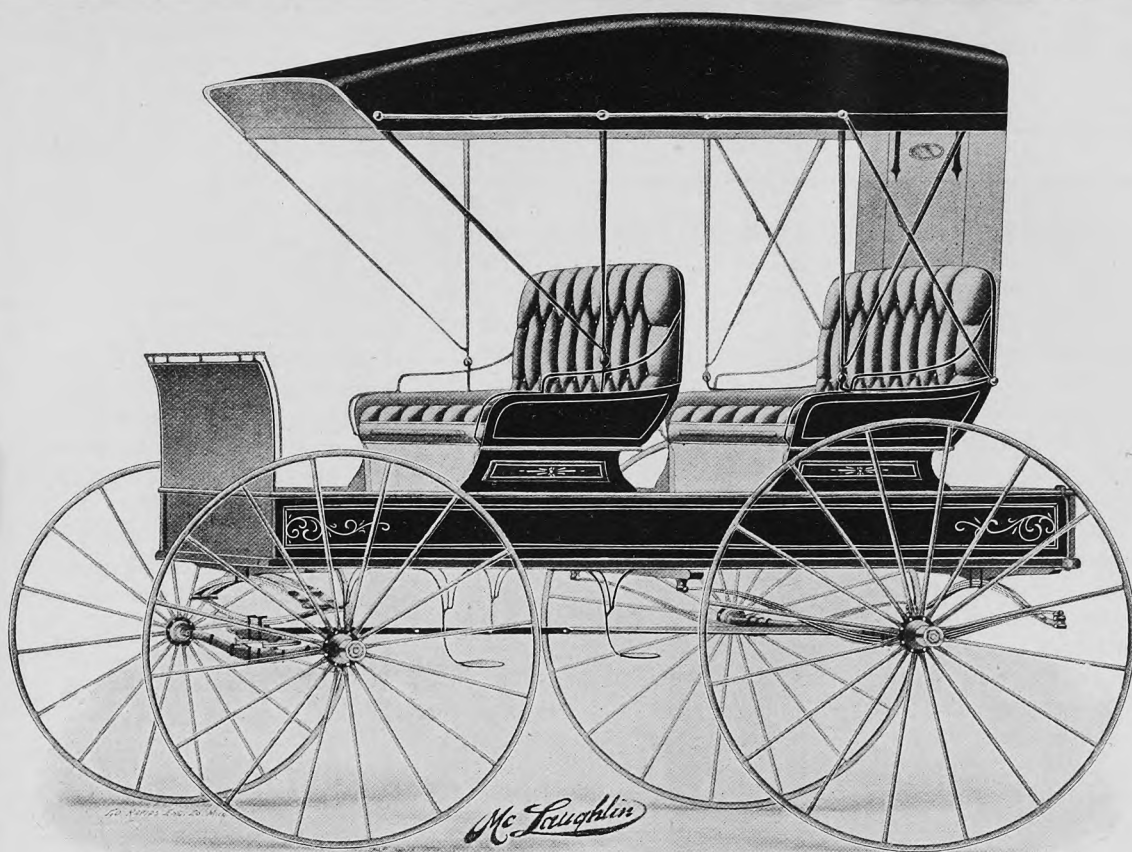
Route of THE PIONEER LIMITED—the famous train of the world. The Government Fast Mail, and The Daylight Express.

Magnificent Mississippi River Scenery. Block Signals and Double Track.

Any Ticket Agent will route your EXCURSION TICKET over this line if you ask him.

INSIST ON HAVING THE BEST

J. I. GILLICK, Commercial Agent, 349 Main St., Winnipeg.
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No. 69A.

McLaughlin Carriages and Sleighs have been Built and Sold in Canada
for 40 Years.

OSHAWA
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McLAUGHLIN CARRIAGE CO. WINNIPEG, Man.
CALGARY, Alta.

For **1909** Trade

We are building a full line
of Democrats especially
adapted to the require-
ments of our Western
trade.

SEND FOR CATALOG.

WE HAVE
118 Styles of Vehicles
17 Styles of Cutters
And 9 Styles of
Automobiles

CAN SUIT ALL REQUIREMENTS
AND WE GUARANTEE EVERY
VEHICLE.

getting popular enough and well known to contest this ridin' in the next elections. Wants to sell me an engine and a separator by mail. Wonder if he thinks I'm handling four thousand dollar deals on a postal card. No siree, this maker to user deal may be all right when you're buying ice cream at five cents a dish, but when it comes to buying threshing machinery, I prefer to get mine through a local agent, and let him carry a little of the responsibility. This talk about buying goods and savin' middlemen's profits looks pretty good on paper, but 'tisn't worth a darn when you get down to the real thing. Now, Sonny, I'll just fill up my old pipe again, and take a look at these two farm papers before I pile in for the night, about an hour yet to bed-time, ain't it? I'm in the market for a good disc harrow, and maybe one of these papers will put me next to something. Here's one that looks pretty good to me, fellow says if I'll send him my name and address, he'll tell me something interesting. Run over to the bureau Sonny, and bring me a couple of postals out of that bunch your Maw got when she was in town yesterday. Your Dad's too everlasting lazy to budge an inch. Bring me that pencil over there, and I'll just fill in a postal to see what's doing on this harrow deal. The other postals will get some free information on one of those gasoline traction engines that made such a stink down at the

Winnipeg Exhibition. I just feel so lazy and so comfortable I hate to move; I hate to get up; I hate to go to bed; I hate to do anything. I wouldn't trade my farm and my home for all the jobs at Ottawa. We've got most everything we want around here, and a whole lot more than we need. If there's anything more comes along that's worth while havin', you bet your dad's old check book is right handy. Nothing too good. No siree. Let her blow and raise Cain out-doors, we don't care. Shut off the stove pipe a bit and put the cat in the kitchen, while I wind up my watch, and then if I can screw up my nerve, I'm off to my old feather-bed until the old clock taps five. Your dad's feeling mighty lazy to-night."

Large Valve Order From Government.

Last June, the Isthmian Canal Commission invited bids for a large quantity of bronze globe and angle valves fitted with seats and discs that were capable of being renewed. Considerable competition resulted and after the authorities at both the Isthmus and Washington, had carefully considered the bids submitted by a number of manufacturers, they decided, a few days ago, to place the order comprising upwards of seven thousand (7,000) valves, in sizes ranging from 1/4 to 3 inches exclusive, for the Luken-

heimer "Renewo" Renewable Seat and Disc Re-grinding Valve.

This is considered quite a tribute to the efficiency of design of this article, especially in view of the fact that it has not been upon the market quite as long as some other well-known makes.

This valve is practically indestructible, inasmuch as every part that is subjected to any possible wear can be easily, quickly and cheaply renewed—a most desirable feature. These valves are guaranteed for 200 pounds working pressure and are manufactured by The Lunkenheimer Company of Cincinnati, Ohio, having branches at New York, Chicago and London, England.

Manitoba Seed Fairs, 1908-1909.

Morden	Dec.	9
Manitou	"	11
Carman	"	14
Swan Lake	"	14
Birtle	"	17
Roland	"	18, 19
Springfield	Jan.	16
Dates not yet arranged.		
Plumas		
Strathclair		
Stonewall		
Oak River		

List of Seed Fairs in Saskatchewan, 1908-1909.

Moose Jaw	Nov.	4-5
Dubuc	"	25
Lipton	"	27
Broadview	"	27
Strassburg	"	28

Mortlach	Dec.	1
Grenfell	"	3
Gainsboro	"	5
Prince Albert	"	5
Carnduff	"	7
Melfort	"	8
Alameda	"	9
Duck Lake	"	10
Carlton District	"	11
Rosthern	"	12
Arcola	"	12
Stoughton	"	14
Creelman	"	15
Langham	"	15
Francis	"	16
Foam Lake	"	17
Dundurn	"	17
Craik	"	19
Saltcoats	Dec.	21
Churchbridge	"	22
South Qu'Appelle	"	22
Carlyle	Jan.	5
Togo	"	5
Milestone	"	6
Canora	"	6
Fort Qu'Appelle	"	6
Oxbow	"	7
Wadena	"	7
Abernethy	"	7
Stockholm	"	8
Battleford	"	9
North Battleford	"	11
Moosomin	"	11
Bresaylor	"	12
Kennedy	"	12
Lashburn	"	13
Lloydminster	"	14
Wolesey	"	14
Sintaluta	"	15
Indian Head	"	16
Saskatoon	"	16

In many of the French, Italian and Spanish vineyards the grapes are still trodden with bare feet.

In Siam, the number of rooms in a house must always be odd. So with doors and windows. They regard even numbers as very unlucky.

AS regards my experiences of my season's threshing, I will endeavor to give you a detail of them, although I am not an expert at framing letters. In the first place, I will tell you that perhaps I am one of the oldest men in the business, having threshed forty seasons in Elgin County, Ontario, and have put in five seasons in Saskatchewan, three seasons as engineer for another party and two seasons with my own outfit, which is a second-



hand outfit that I bought two years ago. I have a 25 H. P. Sawyer & Massey traction engine and a 36 x 58 J. I. Case separator with wind stacker, self-feeder and high bagger. I might say that the man that I bought it off, could not make a success of the business, so I bought it cheap.

In August, before harvest was on, I started to get my outfit ready for its work, having all necessary repairs at hand that I had bought in March, to make sure to have them when I wanted them. I went over every part of the whole outfit and put it in first-class shape to do its work. I worked about two weeks getting it in shape, but it was the best and most profitable time that I spent, for when I put it to work it went at it with a will, like a well cared-for horse.

I think that a great many threshers make a sad mistake by not overhauling their outfits from one end to the other and put them in good repair before they start their season's work. It is pretty expensive business to have to keep stopping to make some trifling repairs that should have been made before they pulled out.

We were up against a pretty hard problem in our district, having heavy straw, and most of it cut green and some of it frozen, so we could not make a big average, but I ran thirty-five days and threshed 21,800 bushels of wheat at five cents per bushel, making \$1,094.00, and 10,700 bushels of oats, at four cents per bushel, \$428.00, and 3,510 bushels of barley, at four cents per bushel, \$140.00, making altogether \$1,662.40. I had a separator man at \$4.00 per day, and four pitchers, and a fireman at \$2.00 per day, water man and team, \$3.50 per day, making a total of \$17.50 per day for 35 days, or \$612.50. I used ten gallons of cylinder oil at \$1.00 per gallon, and ten gallons of machine oil at 15 cents per gallon, and 15 lbs. of hard oil at 15 cents per lb., a total for all oil \$17.25.

Some Stories of 1907

—As Told by Threshermen—

Lace leather \$2.00, and \$3.00 worth of bolts of different sizes. So my expenses were for hired men and supplies, all told, \$634.75. I ran my own engine and my earnings with the outfit over and above all expenses were \$1,227.25, and I felt pretty well satisfied taking the crop as it was. I stook threshed for ten days, but the farmers made up the teams amongst themselves, and the threshing was done at the same price as stack threshing.

In conclusion I will say, when we started we never left the field for repairs of any kind, but threshed

19,197 bushels altogether. Of oats, which was the most 13,796; of wheat, which was a very poor sample compared with last season, 5,428; being an average of 1,200.

As to the threshing of wheat this season, it was a most heart-rending piece of business compared with our usual work of previous seasons; there was no money in it for the thrasher, also nothing for the farmer after he got his job done.—after threshing the best of his wheat crop, which most all of them had separated out by itself; from the greater bulk of his whole crop. Some just cut small pieces here and there on the knolls or any high places where-ever they could get a little that they thought was any good, but was a very poor affair at the best.

Prizes for Threshermen

For the past three years we have offered prizes for the best letters from threshermen, relating their experiences. We have received a great many valuable letters, and in return we have given away some valuable prizes.

The season of 1908 was a good one and some good records were made. We ought to get some valuable letters. We would like to hear from every thresherman, and in order to make it worth your while we are going to offer some very liberal inducements. Just send us your experiences as you would tell them to your friend or neighbor. We will do the rest.

In addition to the prizes we will give every one who writes us a good letter, a year's subscription to this magazine.

Could we be more generous in the matter? We want your experiences, and the only way we can get them is for you to give them to us. Don't delay, but write us immediately. No letters will be considered that reach us later than February 15th.

THE PRIZES ARE AS FOLLOWS:

- | | |
|--|--|
| 1st—Free Course in Heath School of Traction Engineering (by correspondence). | 6th —Heath Book for Thresherman |
| 2nd—Oil Pump. | 7th —Farm Engines and How to Run Them. |
| 3rd—No. 3 Injector. | 8th —Rough and Tumble Engineering. |
| 4th—Rand McNally Map of the World. | 9th —Settlement Book. |
| 5th—Speed Indicator. | 10th—Farmers' Rapid Calculator. |

every day until we were through, losing only two half days, one on account of wind and one on account of rain. I might say before I close that I never changed a man during the season. Get good men if you can and use them well, and most of them will do anything in reason for you.

RODNEY J. PARKER.
Wellwyn, Sask.

A Short Run.

As to the amount of threshing we did last season. The season was somewhat shorter than usual; we had a run of (16) sixteen days all together, during which we threshed

Oats were not so bad, but owing to the frost and being cut so green, were somewhat tough and hard to thresh, also difficult to separate, some of them being so much lighter than the rest they would blow over almost in spite of anything we could do.

The best we threshed was on an average yield of fifty bushels per acre of 20 acres new breaking. We found very few, only about two pieces of about 20 acres each, I think, that would be of any use whatever for seed. All the rest

would do for nothing but feed purposes, which means considerable loss to the farmer on the market.

As to the weather, I never witnessed a more favorable time: dry and fine, with no high troublesome winds, which at times cause a lot of delay. We had a few small delays owing to the scarcity of water, but I kept a second tank, which I found a great convenience to aid the tank man. As we have drawn water from a distance of four miles and kept the supply good at all times, I find the second tank all mounted and ready to hitch to at any moment, a great help as to the water supply. I try to keep this always on hand in case of a long run. I am hardly ever at a loss for water and can make an average speed on the road of four miles per hour. As to the number of teams I run when stook threshing, I like no less than seven, which I find plenty.

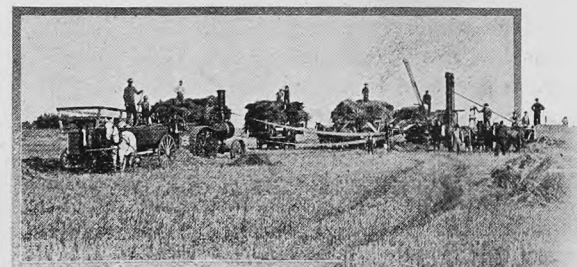
My outfit when running full, consists of (for stook threshing) seven stook teams, two field pitchers, two feeders, separator man, fireman, tank-team and myself—engineer. The farmer looks after his own grain teams, more or less, as the case may require. My wages for stook prices for operating are about as follows: teams \$4.00 per day; pitcher \$2.00, feeder \$3.00, separator man \$5.00, fireman \$2.50, tank team \$4.50. And I like to clear \$5.00 for myself as engineer.

The prices for grain threshed are: for wheat 7 cents per bushel; for oats 5 cents; for barley 5 cents; flax from 10 to 15 cents, according to yield, but I do not care to thresh flax, only when a customer happens to have some with the rest of his grain I will not pass it by.

I thank you for your invitation which has brought out the above, also for your valuable paper, which I esteem more and more, and trusting to hear of the outcome from all thrasher brothers, I remain. Yours, Douglas, Sask. THOS. LINTON.

A New Scheme.

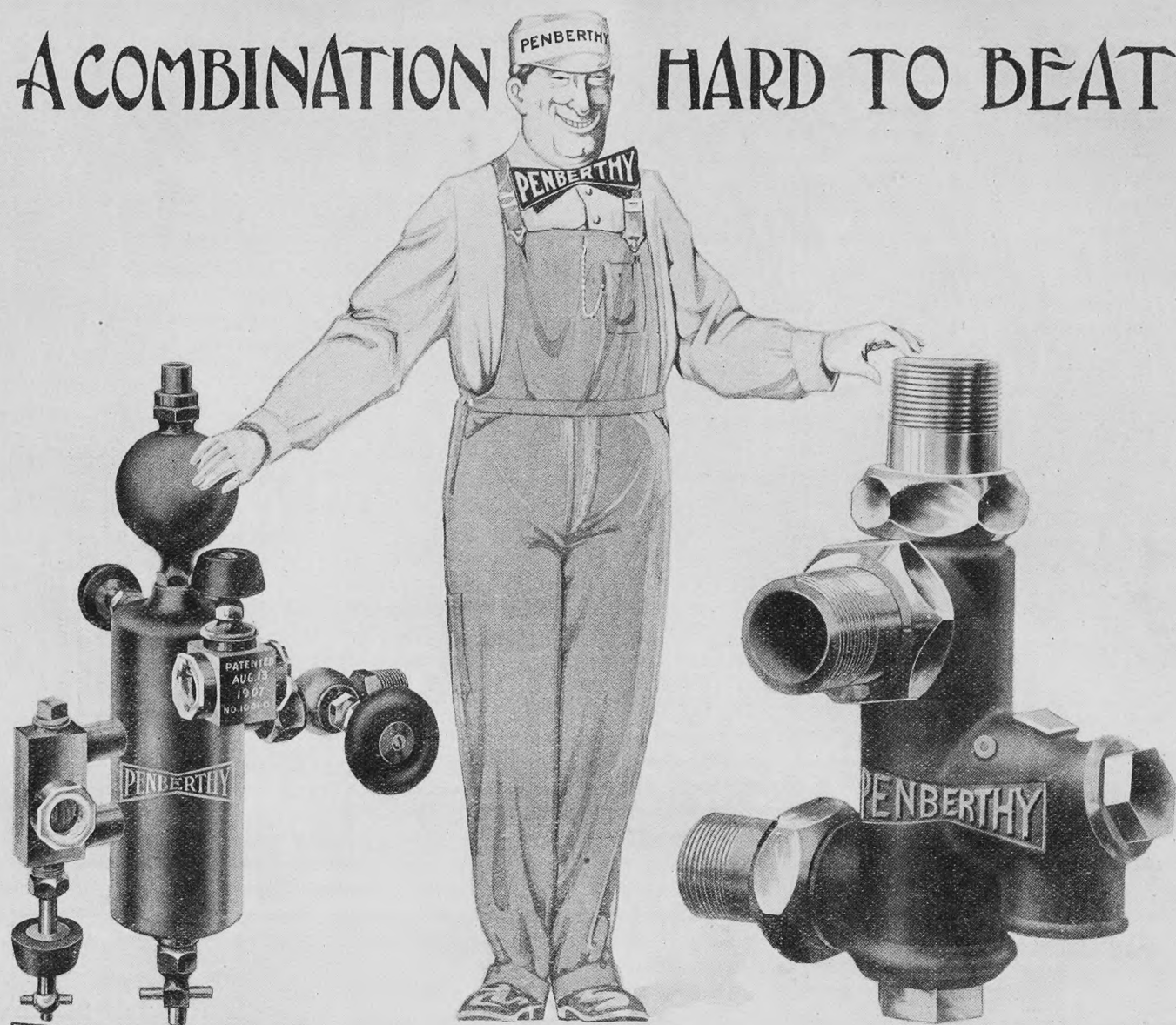
I have kept your valuable paper now for several years, and have noticed in it many items of interest and usefulness. I am going to write a few lines in regard to threshing, not as a competitor for the prizes offered but to tell you how



I do my threshing.

I have a Waterloo, Iowa, 12 H.P. gasoline engine, and a Favorite

A COMBINATION HARD TO BEAT



PENBERTHY

LUBRICATORS AND INJECTORS
"THEY ALWAYS WORK"

Manufactured by **PENBERTHY INJECTOR CO. LTD., WINDSOR, Ont.**

separator, 32 in. cylinder, 42 in. rear. I bought this separator several years ago, from several of my neighbors, for \$40.00. They had discarded it and thought it not worth very much, so I got it cheap. Of course I have to repair it a little every fall, but you must do the same with a new machine, after it has run one season, for if you do not, you will soon have no machine.

Last fall I bought a heavy truck 34 in. wheels, 10 in. tires, and 54 in. steel axles. I put 2 pieces 4 x 6 x 24 on the truck for beams, then placed separator on rear axle, and engine on front end. We hitch the grain wagon on the rear end of machine or truck and the grain spout from the high elevator runs into the wagon. I have a canvas chute built on rear end of separator, so as

to make the straw and chaff fall straight down, and it also keeps the wind from blowing into the rear end, when going with the wind. We put six horses on the tongue and six ahead, and it takes seven men to run the rig, as follows:— One driver, one man to look after separator and engine, which I do myself, one feeder, and feeder cuts his own bands, one to put sheaves on table, and three to put sheaves on the platform, which is about twelve feet wide altogether. I might say here that I made the bundles very large when cutting grain with the binder, and they handled them altogether with their hands, using no forks at all. We drive up and down the field, and thresh as we go, right out of the stook row. This saves stook wag-

ons and leaves the straw scattered all over the field to give a good burn on the stubble and weed seeds, if any. We travel about two miles an hour, and thresh 200 bushels of oats per hour, and about 600 bushels of wheat per day, and clean it up good as you may know, from the fact that I have not been docked on any of it that has been shipped.

Some people told me that I would not be able to get the grain out of the straw, on account of the machine swinging as it moves along, but I think I must have got the most of it anyhow, as my oats averaged 75 bushels, and wheat on fall plowing, 30 bushels per acre. The oat land was all new land except 20 acres of fall plowing. I like this way of threshing first-rate. In this way the grain is only handled once,

and if there is any shelled, it is on the platform, which is cleaned up twice a day. This kind of rig can only be used where land is level, but could be used anywhere, if rig was standing still and would be very convenient. Just pull it anywhere, and you are set.

CHAS. W. LARSEN,
Belle Plaine, Sask.

Cartridges are used as current coin in Abyssinia.

A fly buzzes its wings at the rate of 352 times a second.

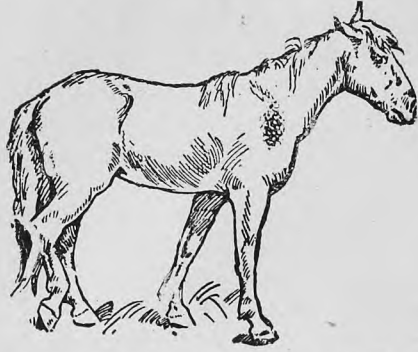
To learn whether a diamond is real, touch it with the tongue. A genuine stone feels much colder than a paste imitation.

Are Metal Horse Collars Practical?

WHEN one considers the many millions of farm draft horses used annually on our farms it certainly seems remarkable that so little thought is given to the fact that practically no improvement has been made in the construction of horse collars in general use, and that they stand to-day much as they did fifty or a hundred years ago, when grain was cut with a cradle, and hay with a scythe.

That many horse owners of an inventive turn of mind have thought of and felt the need of some improvement in the character and

draught should never come. Then it is that pads are most commonly resorted to, if it has not been done before; and, with the



Sore shoulders put many horses out of business in busy times.

majority of farmers, the thicker the pad, the better. The animal sweats profusely, but there is no chance for the air to evaporate as on other parts of the body. The thick felt pad becomes saturated, and the constant twisting causes the collar to produce a grinding effect upon the shoulder as the animal sets first one foot forward and then another. The heat and the moisture, with the constant rubbing and pinching, soon irritate the softened flesh, the acid in the sweat and dirt from the field work into the irritated spot, and soon there is a bad sore, which rapidly grows worse.

The long accepted theory that a horse collar must be soft, that pads or even hames are necessary, is all wrong. This has been conceded by many for years and years. Long ago, when Yeoman's Recipe Book was printed, and it has since been the accepted authority by farmers for valuable recipes, it contained on page 478, the following:

"Galled shoulders and backs are, to no small extent, due to soft pads and cushions which are pressed upon the tender skin, under which the muscles play and upon which the great weight of draft is borne. The skin thickens or gets tough to some extent, but the softer and more padded the collar and saddle, the more liable is the skin to blister and gall. This is because the perspiration is retained, the skin softened and made to rub and move upon the flesh and bone beneath.

"Horses whose backs are galled under padded saddles, would get well when used with well fitted army saddles, which were simply hard wooden trees covered with rawhide, dry and hard, almost like iron. As we see it, there is a great future ahead for hard horse collars, and we fully believe they will be not only lighter, but far easier for horses than the heavy, costly, padded things they are now tormented with."

This argument exploited above in this old book of years ago is sustained by the equally convincing one that oxen wearing heavy, ill-fitting, cumbersome neck yokes, with hard, unyielding surfaces, are practically immune from neck and shoulder galls, while horses, on the other hand, wearing soft-padded collars constantly suffer from such injuries. What other reason then is there for this fact, than the mere

surface of the two collars? It is simply the hard surface of the ox yoke that is responsible for this immunity of the neck of the ox from injury.

There is probably nothing about the horse that the average farmer gives so little attention to as the proper fitting and working of the collar. When sores come on the neck or shoulder, he uses soft pads, and they get worse. He adds more soft stuff, and doctors with salve, and ointments and, as too many have learned to their loss and regret, with but little success, until the animal is in such a bad condition that he is relieved from work until the sores have healed. Often animals have worked in this condition of constant irritation and pain until the owner feels like a culprit. If he lived in a city he would soon face the bar of justice to answer to a complaint from the Humane Society for cruelty to animals, and would not be let off without a heavy fine.

But we imagine we hear the reader saying: "How are you going to prevent this condition?" to which we will answer: By the use of a horse collar made from metal—real hard, unyielding steel, if you please. This strikes the average horse owner as being revolutionary, if not inhuman. This idea of putting anything so hard and unyielding upon a horse and expecting him to pull his load with it! But lay aside your prejudice, resulting from a custom in use for ages, and let us candidly consider what a steel horse collar is. It will doubtless be news to many readers of this paper, to know that there are now thousands of them in daily use on farms throughout the country; that they

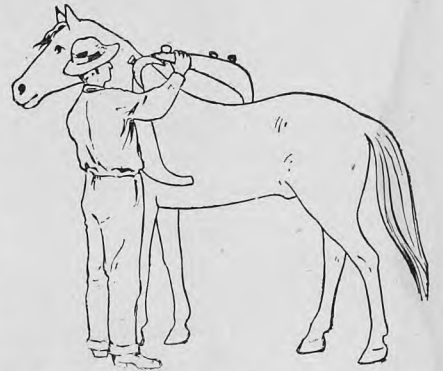
The metal horse collar is formed from the best annealed Bessemer sheet steel of a thickness sufficient to stand any strain put upon it; it is as perfectly shaped and rounded to fit the neck of the horse as any



Most horses object to shoving the closed collar over the head.

leather collar ever was; it is coated with zinc to prevent rusting. And right here, it may be stated that zinc of itself is a curative agent, for if you have a putrid sore upon your hand and go to a physician for relief, the very first thing he writes in the prescription will be sulphate of zinc. The surface coming next to the flesh of the horses is polished as smooth as glass, and looks as shiny as silver, while the outside looks as bright as a new zinc coated pail.

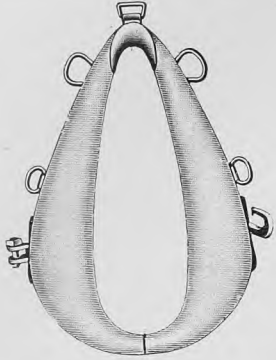
It opens at the bottom with a



The Hameless Collar is easily put on and taken off, being opened and closed at the bottom with a spring latch.

latch, so that in stepping up to your horse to harness or unharness, you have only to press your thumb upon a lever, and in an instant the collar is opened or closed. There are no straps to unbuckle, no unfastening the collar at the top, or slipping it over the head of the horse.

And right here, we come to one of its most important elements of merit—there are no hames to buy or bother with. This sounds like revolutionizing the horse collar too, but, being made of steel, it is easy to understand why it will hold its shape without hames. There is no necessity for them. The tugs or traces are fastened to an "S" curved bracket securely riveted to either side of the collar in two places, fitted with attachments for quickly attaching any style of tug or trace chain. The top of the collar is formed of a double hinge, to which is attached a zinc neck pad. The side pieces of this hinge are slotted, and fit the sides of the collar perfectly, so that the loosening of two nuts, one on either side, renders it possible to lengthen the collar two inches, as well as widen it if necessary. To widen it at the bottom it is only necessary to set the latch

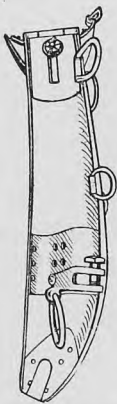


The galvanized steel horse collar showing highly polished surface coming next to the flesh of the horse.

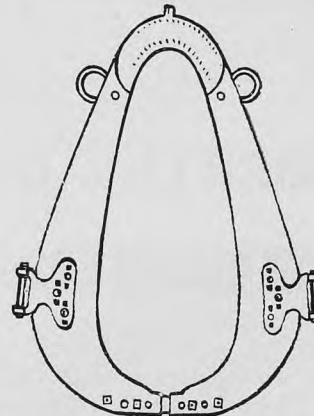
style of horse collars, is evidenced by the records of the patent office at Washington, which show that over 700 patents have been issued on improvements in collars, but none seem to have reached the point of filling the long-felt want, because of the adherence to certain theories, accepted for ages, that a horse collar must be soft and pliable.

For the horse that works in the harness, there are vital points which need care and constant protection, the hoofs and the shoulders. Modern ingenuity has, with more or less success, supplied protection for the former in the gradual perfection of horse shoes, but what shall we say of the shoulder, really a more vulnerable point, which has been practically without improvement since the day of harness horses began? While the theory that a horse collar must be soft is a widely prevalent one, every horseman knows that the standard leather collars which show the hardest and most unyielding surface are most in favor with those who give their work horses careful attention.

If the collar fits perfectly and the surface is hard there is never any trouble. The average work animal comes out in the spring in pretty good flesh, especially if his work has been light and he has had good care. Later on, he becomes reduced in flesh, the collar is too large and pulls back upon the points of the shoulder where the



Side view of the adjustable metal collar showing exterior and holes for adjusting draft up or down



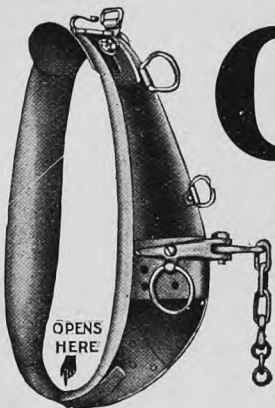
The kind of metal collar used by fire departments in cities.

are used by the Fire Department teams in nearly every city; and that Uncle Sam is using them on the horses in the artillery of the War Department. Surely, the last two named are discriminating and careful buyers, to whom the very best is none too good.

In "Messages and Documents," War Dept., Vol. 3, page 45, 1894-5, can be found the following: "The steel horse collars heretofore in experimental use, have been slightly modified in shape. They have given great satisfaction, and the light batteries are now being fully equipped with them."

Hameless Horse Collars

Adjustable in Size to Fit Any Horse



Are the best and most humane collar ever made. Always keep their shape. Don't rust. Perfectly adjusted to the horse, whether spring-fat or fall-poor. Make him

pull better with more load and keep him in perfect working condition every day in the year. Distribute the draught evenly. Quickly attached to any harness. Easier than others to put on and take off. No straps or buckles. Set easier and more perfectly comfortable. It's the collar that cures sore shoulders.

Won't Wear Out

No Hames or Straps

No More Sore Shoulders nor Galled Necks

Every teamster and team owner should know why the Adjustable Hameless Collar cures a galled neck and shoulders. Sweat, friction and heat scald and chafe the skin under the grinding pressure of soft collar and sweat pad. Sweat pads retain heat and moisture and make matters worse. Horses cannot be galled by a hard, smooth collar. The Adjustable Hameless Collar will cure galled shoulders, cause the horse to pull heavy loads with ease and keep him ready for business at all times. It is lighter than ordinary horse collar and hames, but strong enough to stand any strain put on it. The draft can be shifted up or down and the collar can be adjusted to fit the neck as a collar should.

We want to send to every farmer and team owner our catalog

describing and proving that our Hameless Adjustable Collars not only prevent, but will cure while working, the sores on shoulders and necks. They prove the ideal Collars in climates and under all conditions. Are cheaper because they don't wear out and because there are no hames or sweat pads to buy. They are better because they are lighter and stronger.

Ask your dealer, if he does not handle them send his name and address when writing for catalog. Would you like to sell them? Agents wanted.

Johnston-Slocum Co.
27 State St. Caro, Mich.

Read what L. W. Watkins, President Michigan Improved Live Stock Breeders' Ass'n says of their use on his big farm of 2,300 acres:

"I procured two sets of these collars from the manufacturers at Caro, Mich., and have used them several seasons in the heaviest farm work—such as on corn harvesters, plowing with Great Western gang plows, largest size manure spreaders, etc., and I believe them as near perfect as can be. They are smooth and firm, with no twisting or leverage of hames, and are perfectly adjustable. I have discarded all other collars from my team harnesses, and use no other. I am not an agent and am in no way in the sales. Without being asked to do so I write this deserved testimonial of their usefulness for the benefit of my friends."



What Users Say

After a trial of not a few days but from Three to Seven Years

Oliver Leisy, Donnellson, Iowa—"Five years ago I bought my first set of Hameless Collars and I liked them so well that a few years later I bought another set, so now I am doing nearly all my work with steel collars."

O. E. Bloomquest, Geneseo, Ill.—"I have used three of your Hameless Collars right along for the last six years and consider them the ideal and most humane collar to use."

A. W. Jordan, Kingwood, W. Va.—"I have been using the Hameless Horse Collar for six or seven years and I can truthfully say that I never knew what a comfort they were to man and beast before trying them."

E. M. Walker, Kevil, Ky.—"I have used a pair of your Hameless Collars for four years at general farm work, on the road and also at logging work. They give me perfect satisfaction and I have no fault to find with them."

W. F. Landes, Owasco, Ind.—"I have used your Hameless Collars for five years with good success. I like them better than any other collar."

W. H. Bird, President Farmers' Union, Dalton, Ga.—"I have used your collars for four years. I don't want any other kind. My mules and horses seem to like them as well as I do."

E. P. Kyle, Springwood, Va.—"I bought two of your Hameless Collars about six years ago and they are all O. K. yet, as there is nothing to wear out about them."

A. L. Kerr, Adams Basin, N. Y.—"I have been using the Hameless Collars for six years and have had no sore shoulders during that time."

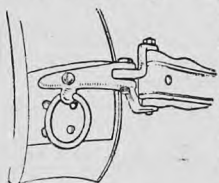
Ephraim Schier, Buffalo, N. Y.—"Five years ago when I purchased a pair of your Hameless Collars I had a horse that was sore from the top of his neck to the bottom, and I worked my horse with the collar until same was healed."

J. G. Ballock, Scottsburg, Ind.—"Almost seven years ago I purchased some of your Hameless Collars and have been using them ever since at all kinds of work, on the road and plowing in stumpy fields, and never had any sore shoulders."

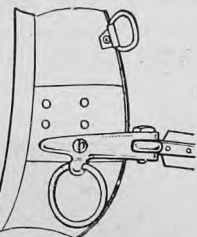
Dealers who apply first can secure exclusive right of sale in their town under the most liberal conditions

over another hole, of which there are four.

Just think of a horse collar without a scrap of leather or a buckle in its make-up. And yet, when you consider that it sets snugly upon the neck; that it keeps the flesh hard and firm; that a horse with one of these collars properly fitted never develops sore shoulders; that countless numbers of them never before without sore shoulders in heavy work, in hot weather, have been quickly and permanently cured by a metal collar; that they are hameless and padless, as well as lighter and cheaper, why not a steel horse collar? If the horse works better and does better, as thousands who have used them say is true, why not relegate the old leather collars to the rear, along with the hames and sweat pads, and accept the new and modern idea?



How concord tugs are attached to the hame bracket.



It's easy to remove the bolt and insert eye of leather traces.

If the horse, that poor dumb animal, recognized as man's most patient and faithful servant, could talk, you would hear in no uncertain manner that this kind of a collar, furnishing absolute im-

munity from sore shoulders under the most trying conditions, is the greatest advance in horse collar comfort and economy of the age. These collars are made and supplied by the Johnston-Slocum Co. of Caro, Mich.

The Grain Drill And The Farmer.

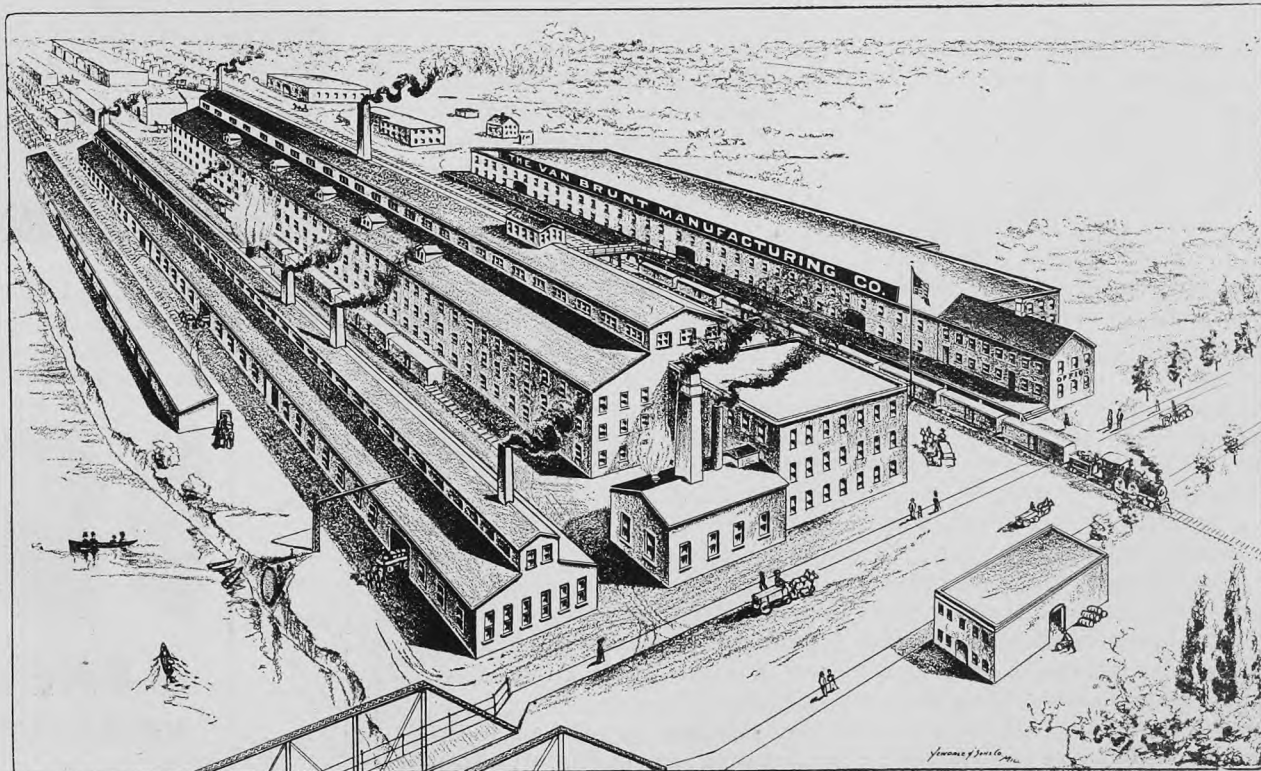
The Van Brunt Mfg. Co., of Horicon, Wisconsin, is one of the oldest concerns making Grain Seeding machinery in America. D. C. Van Brunt, the founder, brought into the western market the first complete broadcast Seeder and Cultivator with a force-feed, in 1861. Broadcast Seeders remained in general use until

about the year 1890 when Shoe Drills became popular. These in turn were superseded by the Disc Drill in 1900. The Van Brunt people were fortunate in putting out for the first time a Single-disc Drill with closed delivery and adjustable scrapers. It was their purpose to construct the discs in such a way that clogging in gumbo or trashy ground would be impossible. This they claimed to have accomplished by the use of narrow bearing, closed grain boots, and exposing the disc blades so as to agitate the soil and prevent choking up between the furrow openers.

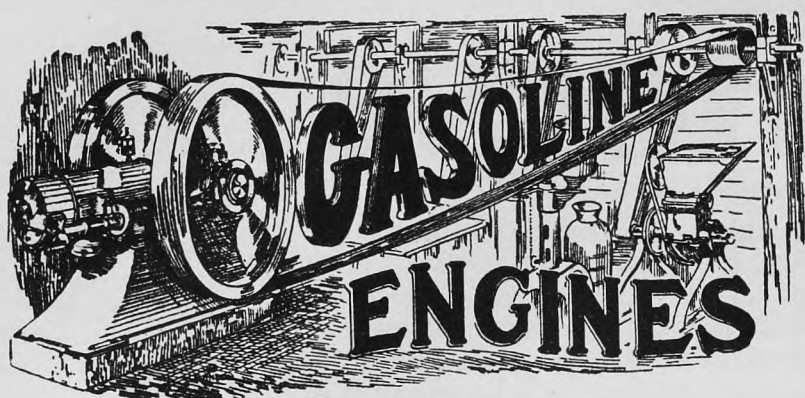
It is interesting to note that all Disc Drills sold for the trade in the great North-west embody these principles of construction to a greater or less degree.

To reap well and sow well is a lesson as old as history itself, but nearly all the labor saving machinery made to accomplish this desired result has been introduced during the last fifty years. The steel plow, Grain Drill and self binder are transforming the boundless prairies into a mighty garden, the products of which feed the multitudes of Earth.

The one crop of land will soon be gathered and the problem ahead of the farmer is to produce more bushels to the acre. To accomplish this desired result has been the aim of the grain drill manufacturers. The Van Brunt line of Drills is in general use wherever wheat is grown. Arrangements have been made recently for their sale in Canada by the John Deere Plow Co., Ltd.



Van Brunt Factory at Horicon, Wis.



CONDUCTED BY "BILL."

All gasoline engine owners are cordially invited to write us regarding anything pertaining to gasoline engines. If you are having success, let us know; if trouble, let us know it by all means, and we will be more than pleased to help you out of the difficulty.

Buying a Gasoline Engine.

THIS subject has been touched upon before; however, as some of our readers may not have followed these articles as closely as they should have, in order to choose wisely in the purchase of an engine, we believe a few words in this, our annual fair number, will not be out of order.

One of the main points of merit in a gasoline engine is its general makeup and design. Every piece should not only be properly proportioned, but the very best of material should be used in that part of the machine on which the heaviest strain is placed, while the engine is in operation.

In our experience we have found that only too many of the gasoline engines manufactured are faulty in the construction of the main bed or frame. Our attention was lately called to a machine of a well-known make, where the main bed or frame was broken in two, while the engine was in operation. This, we find, was entirely due to a faulty design. The designing engineer overlooked the fact that on an engine of exceptionally high compression the base between the crank shaft and the cylinder requires reinforcing, by the placing of ribs in order to strengthen that particular point of the machine.

We also wish to impress upon our readers that an engine of a short stroke and connecting rod requires a heavier main frame than one of a longer stroke and connecting rod.

We further desire to impress upon our readers the fact that the manufacturer of an engine, as a rule, appreciates it if his attention is called to any defect or weak point that his machine may have. Take, for instance, the manufacturer of the engine above referred to. He, immediately upon the discovery of the weak point on his machine, re-designed his engine, increasing it's strength at such points where it showed weakness.

The purchaser of an engine should always bear in mind that the manufacturer of a machine is not only willing, but in fact is anxious to build his machine in such a manner so that it will not only do satisfactory work, but give a good service

as possibly can be given by an engine. Another point to be taken into consideration is the crank shaft of an engine. The crank shaft on the lower priced machines as a rule, is made of cast steel.

With due regards to manufacturers of such engines, we however, would state that a machine with an open-hearth, steel forged crank shaft costs more money; it is nevertheless the cheapest machine in the end. On the other hand, so many (especially among the farmers who purchase an engine) figure that they will have use for this machine but a few days in a year; therefore, the cheaper machine they think will prove the more desirable; however, we believe that the same rule applies to an engine that applies to any other machine or article that one may purchase.

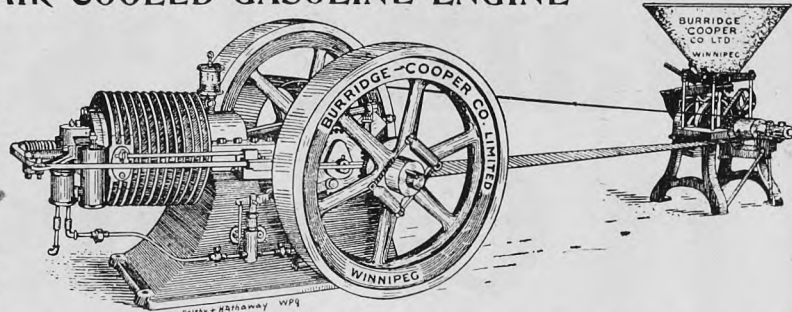
In our experience we find that it always pays to buy the very best that money can buy. In the purchase of an engine one should consider its simplicity. The man who uses an engine but a few days a month is liable to have more trouble in the operation of his machine than if he would use it every day; hence, the more simple, the less liable to get out of order. Another point to consider is the method of lubrication. The lubricators should be of the proper size and so arranged that adjustment can be made while the engine is in operation; therefore, it is important that all lubricators should be stationary. The igniter of an engine should be placed as near to the inlet valve as possible, and it is desirable to have the exhaust valve not too close to the igniter for the reason that it is not desirable to have the exhaust gases, while passing out through the exhaust valve, pass over the ignited points.

The gasoline feed on the larger engines should not be of gravity feed, but pump feed; however, at times, it may be desirable on the smaller sized engines to use the small gravity feed tank, but before purchasing an engine it is always well to consider the question of insurance. The majority of the fire insurance companies prohibit the use of a gravity feed engine in a building.

In dwelling upon the question of purchasing an engine, time and

AIR COOLED GASOLINE ENGINE

AIR COOLED

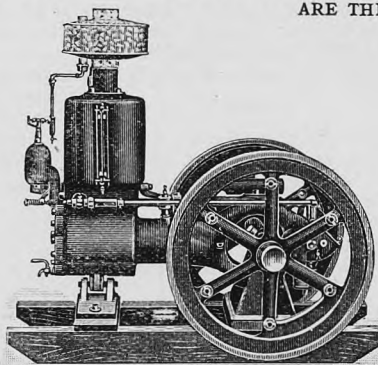


Burrige Cooper Co. Air Cooled Engines. No water to freeze. No bursting of cylinders. No oil to leak. No water tank and no complicated fans with our air cooling patent device. We keep the cylinder as cool as can be kept by water or oil. Every engine fully guaranteed. If interested write for catalogue and price list.

BURRIDGE COOPER CO., Ltd. 152 HENRY AVE., E., WINNIPEG

UP-TO-DATE GOODS FOR PROGRESSIVE FARMERS

ARE THE



STICKNEY GASOLINE ENGINES—

"The simplest yet."

THE IGNITER is outside the cylinder and always cool—NO points to burn off, or packing to blow out.

Celebrated CANADIAN AIR MOTORS, for Power or Pumping.

Kelly & Taneyhill Well Drilling Machinery.

Toronto Grain Grinders—Saws, Tanks, Troughs and Pumps.

Aylmer Pumps and Scales.

Rife Hydraulic Rams.

Horse Powers, Tread Powers, Feed Cutters.

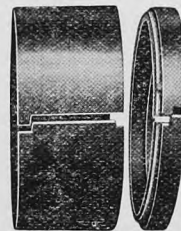
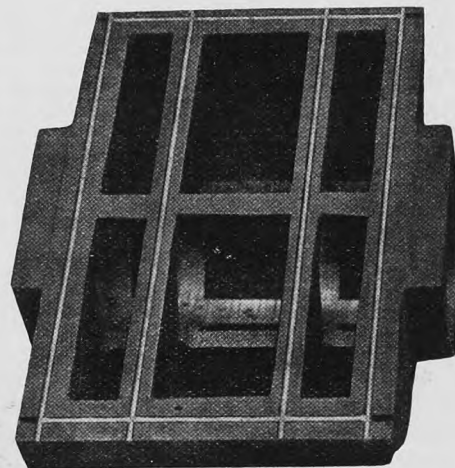
Write us to-day for catalogues and prices.

Ontario Wind Engine & Pump Co., Ltd.
WINNIPEG ————— Man.

BAKER PISTON VALVES

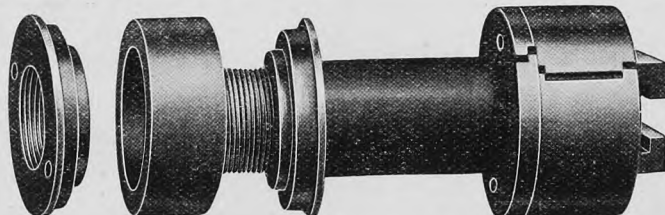
For Tractor Engines insure a saving of 25 per cent. of power over D slide valves

They will do this on YOUR Engine.



WITH this valve is introduced for the first time a spring packing ring that will take up every bit of wear and yet work satisfactorily under all conditions. Our catalogue describes and illustrates fully, and we will send it to any interested thresherman for the asking.

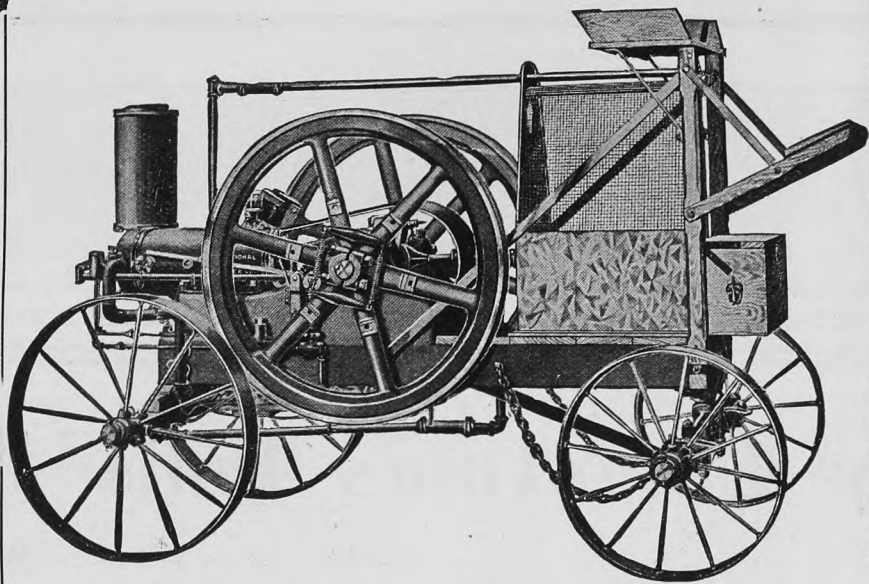
LET
US
TELL
YOU
MORE
—
ASK!



BAKER VALVE CO.

MINNEAPOLIS

MINN.



shortcomings were noted and the most approved practices based upon broad experimental work were carefully reviewed. The demands of all classes of work and the various uses to which the engine might be put were carefully considered. The results of these studies and investigations are apparent in the finished product; for I.H.C. gasoline engines are thoroughly up-to-date in every respect.

Vertical 2, 3, and 25-horse power.

Horizontal (Portable and Stationary) 4, 6, 8, 10, 12, 15 and 20-horse power.

Traction 10, 12, 15 and 20-horse power. 1 and 2-horse power air-cooled

Also, sawing, spraying and pumping outfits and jacks.

Among these styles and sizes will be found a power exactly suited to your requirement. One of these engines will do your work for less money and require less work to run it than any other power you can purchase.

The International local agent will gladly explain to you the features of I.H.C. engines and if you are contemplating the purchase of a thresher, ask about the Belle City. If it is more convenient for you, write nearest branch house for catalogs and any information you desire.

International Harvester Company of America

(INCORPORATED)

CHICAGO,

U.S.A.

Branch Houses in Western Canada:

WINNIPEG, MAN.

REGINA, SASK.

CALGARY, ALTA.

SASKATOON, SASK.

EDMONTON, ALTA.

BRANDON, MAN.

space will permit us to dwell upon only a few points. In conclusion, we desire to say that in the purchase of an engine do not consider the question of price so much as that of quality. Quality will live long after price is forgotten.

Spark Plugs—New and Second-Hand

An improperly proportioned mixture, resulting in a slow combustion, may be so slow as to be still burning when the next charge is admitted, and then the new charge will be ignited just as it is entering the cylinder and fire back through the receiving pipe.

When gasoline is exposed to air that is above the freezing point it gives off a vapor or gas which mixes or blends with the atmosphere, and if exposed long enough the quantity so exposed will all disappear or pass off into the air in the form of vapor, leaving only the paraffine residue or other sediment.

In case of emergency it is generally well to not only be acquainted with every part of your engine but to be able to call each part by its proper name.

To acquire this knowledge study the manufacturer's repair list. If you have lost yours send for another. All engines need repairs at times and long delays may be avoided

if you can wire your needs so that the manufacturer will understand you and make shipment promptly.

Don't try to run without oil, water and gasoline.

Up-to-date farmers of the future will not only grind feed, pump water, and do the farm chores with the aid of gasoline engines, but they will heat and light their homes by electricity generated by these engines, and all the quicker when denatured alcohol is manufactured at home. The price of a complete electrical equipment for an average farm home at the present time is only about two hundred and fifty to five hundred dollars.

Almost all of the manufacturers of standard gasoline engines print a special repair list with all of the parts pictured separately, in addition to a book of instructions, which can be procured from the company which made your engine. By studying these carefully, one can avoid a great many of the little things that would cause delays and expense.

Little chunks of burnt carbon, accumulating from the burnt cylinder oil, in the combustion chamber, may constantly remain heated to

the ignition point and ignite the charges prematurely.

If the knock is in the crosshead it may be relieved by tightening up the bearing. Care must be exercised lest you get it too tight, which will make it knock more than ever.

If the knock is in the wrist it is best to take it up little at a time. A loose flywheel must never be allowed to run until it is thoroughly keyed to the shaft and perfectly tightened.

When a freeze-up occurs it results usually only in cracking the water casing and the remedy is to patch it and go ahead.

In handling a gas engine the first thing to learn is "not to be afraid of it." There is nothing about it that will injure or hurt you unless you allow yourself to become careless.

Storing gasoline in a wooden barrel is not economy by any means. The wood is porous enough to allow considerable loss by vaporization.

The Woolf Valve Gear.

A correspondent writes: I have a Woolf gear that shows the

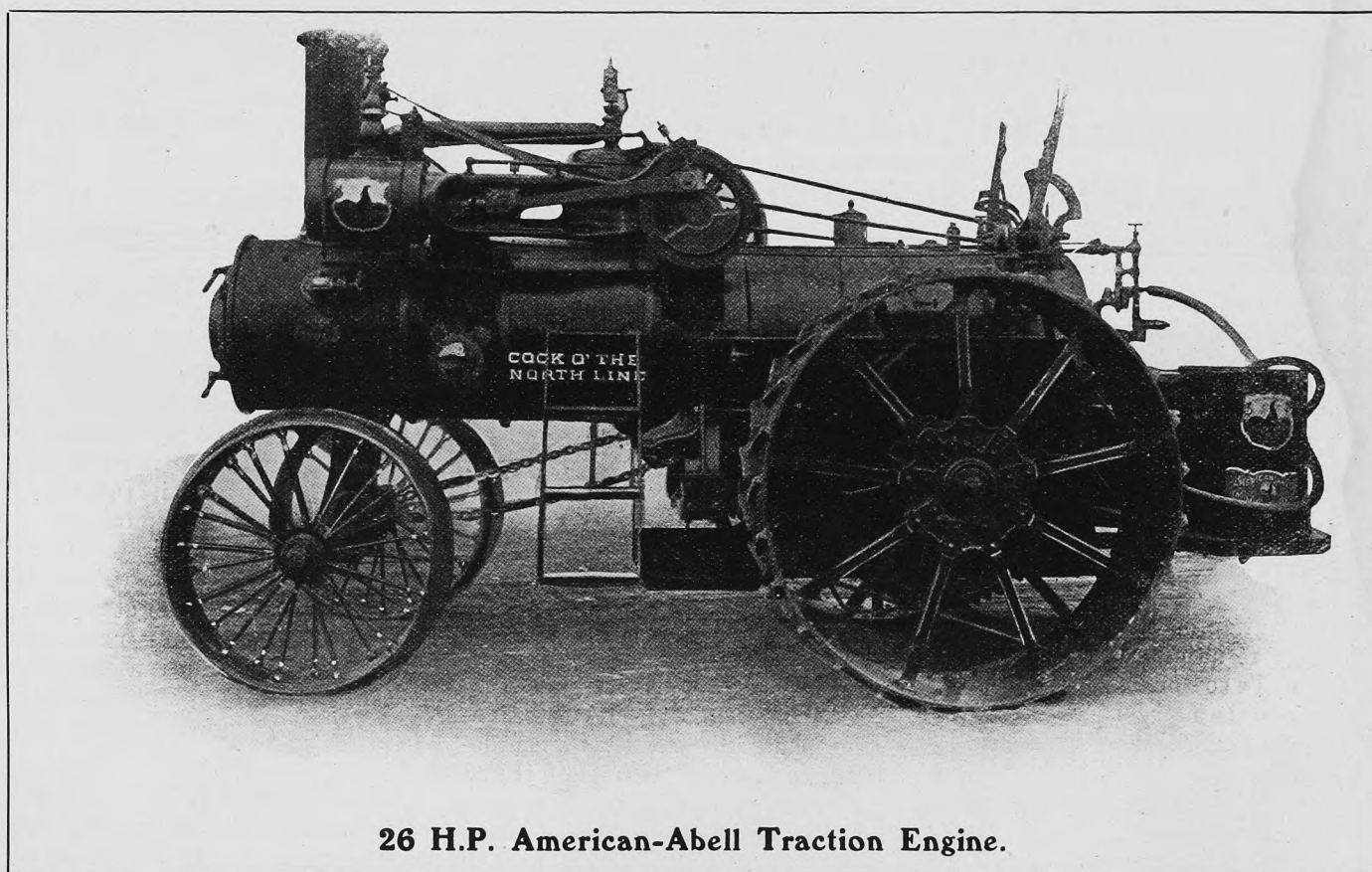
same lead with the reverse lever in any position, but I can't get the valve to travel the same when lever is forward; the front port opens full and back port lacks about one-fourth of an inch of opening full. When lever is thrown back the back port opens full, and the front port lacks about one-fourth of an inch of opening. I have an adjustable reverse rod and have tried it with many different lengths, but can't get it to travel equally. Should the Woolf exhaust alike on both sides? One engineer says it should, while another says it does not and can't be made to.

A. If your Woolf valve gear is set with equal lead, you have it set to the best advantage. It is the nature of mechanism to open one port wider than the other. The point which is made in this gear is to have a very near uniform cut-off. The end which has the smallest port opening has the latest cut-off and the port which has the largest port opening has the shortest cut-off. Thus making the work done on each end of the cylinder about equal.

For a quick stimulant to a grass crop growing upon a rich soil, nothing can beat nitrate of soda sown broadcast, at the rate of 150 to 200 pounds per acre in the spring, just as the grass is starting to grow, and previous to a gentle rain.

A Merry Christmas Falls to the WHO OWNS AMERICAN-ABELL TH

We build Machines that thresh fast and clean, which means money.
Outfit that is Built for Service. It is t



26 H.P. American-Abell Traction Engine.

FOR simplicity, durability, and ease of operation, the American-Abell Traction Engine is without a peer. It is light on fuel and water, an easy steamer, powerful in the belt and on the road. A long record of successful service stands back of it. A catalog free for the asking.

American-Abell Engine and

Toronto

Winnipeg

Regina

We represent THE ADVANCE THRESHER COMPANY, Battle Creek, Mich., and

to the lot of Every Thresherman

WHO OWNS AN

THRESHING OUTFIT

It means money to both the Farmer and the Thresherman. It is the
 reason. It is the Outfit that Saves the Grain



American-Abell Separator, Complete with American-Abell Wind Stack-
 er, Band Cutter and Self Feeder.

THE American-Abell Separator is designed upon the most approved lines known to the thresher manufacturer of to-day. It has grain saving features that are all its own, and has moreover a capacity that will satisfy the wildest dreams of any thresherman. It will take the straw and what is more it will take care of it in the way that a grain separator should. Many have used it in the past, and just as many have been satisfied.

and Thresher Company, Ltd.

Regina

Calgary

Edmonton

St. Louis, Mo., and THE MINNEAPOLIS THRESHING MACHINE COMPANY, Hopkins, Minn.

THE farm is the farmer's working capital, and upon its natural value depends to a large extent his success or failure. If it is said, as it sometimes is, that it is the farmer who makes the farm, the statement is true only in part. If a man can make a success on poor soil or under unfavorable conditions, it is safe to say that he would make a larger success given good soil and good environment.

In selecting a farm, the first thought should be as to the kind of farming proposed. A man with no definite object in view, is looking failure in the face from the start. If grain growing is to be a leading feature of his work, distance from market is one of the largest considerations. To illustrate: A farmer living six miles from town can, by hauling from the machine, daily deliver two loads per team, if roads are fair, while one living nine or ten miles out can deliver but one. In this case, two or three miles in distance practically doubles the cost of marketing the grain, and that means a cutting down of the net profit, which at best is little enough.

It is, however, a decided advantage at times to remove farther from town in order to get in touch with other markets. One farmer of my acquaintance is so situated that he can haul his grain to any one of four markets. He can reach any of these by telephone, and knows before he starts, just what he will get—and the price is usually satisfactory.

This works both ways. An option in markets gives a man better opportunity, not only to sell to the best advantage, but also to buy cheaply. The man who is tied down to one market place, is held up coming and going—he gets less and he pays more.

A good farm includes the roads over which hauling to market must

be done. I have suggested the value of distance from market. The character of the roads, whether hard and smooth or boggy and hilly, is of great importance. It is not always possible to get satisfactory roads at the outset, but I would think twice before placing a morass or a bad hill between my home and trading point. A bad road will wear the keen edge off your profits about as fast as anything I know of. Two trips to town where one would have done means loss of time, larger expenses, and

even a small percentage of alkali or sodas. Such an examination will be made for you at a reasonable cost, by the chemical department of your agricultural college.

Now as to the soil. If the farm is old, a good deal may be learned by noticing the crops growing, or taking account of the yields per acre. But if the land is new, some other method must be followed. Perhaps as good a one as is at present in use is that employed by the railroads in making their soil sur-

ing out to the lines at its principal bends in order to fix its location. If the real estate agent is along and growing restless, tell him to call again the next day, as you have a day's hard work on your hands. Examine the draws or coulees for springs. If you find them, sample the water or look for indications of alkali. Water coming out of coal seams is not apt to be good. And if you find a good seam of coal on your land do not have visions of New York and the Continent. Probably a little clause hidden in your deed carefully reserves all mining rights to the present owner.

After the map is completed, divide your land into ten-acre plots, and in the center of each make a hole by boring at least 30 inches deep, and put down in black and white just what you find.

Number the borings on the map to correspond with the boring record which you have on your note paper.

Perhaps Number 4 will be six inches light loam, 12 inches fine, dry clay, and 18 inches lumpy, dry clay. Record it as follows:

	BORING NO. 4.
	6 in. light loam.
	12 in. fine, dry clay.
	18 in. lumpy, dry clay.

In connection with this, notice the ground thrown up by badgers, prairie dogs, or gophers, as often they get down into gravel or hardpan that would otherwise escape your attention. The cut banks of gullies should be carefully studied, as they show very clearly the nature of the underlying soil.

Too much emphasis cannot be laid upon the matter of subsoil and subsoil moisture. It marks the line between arid and productive lands. It means failure or success.

HOW TO SELECT A FARM

A Few Things to Consider.

By E. F. W.

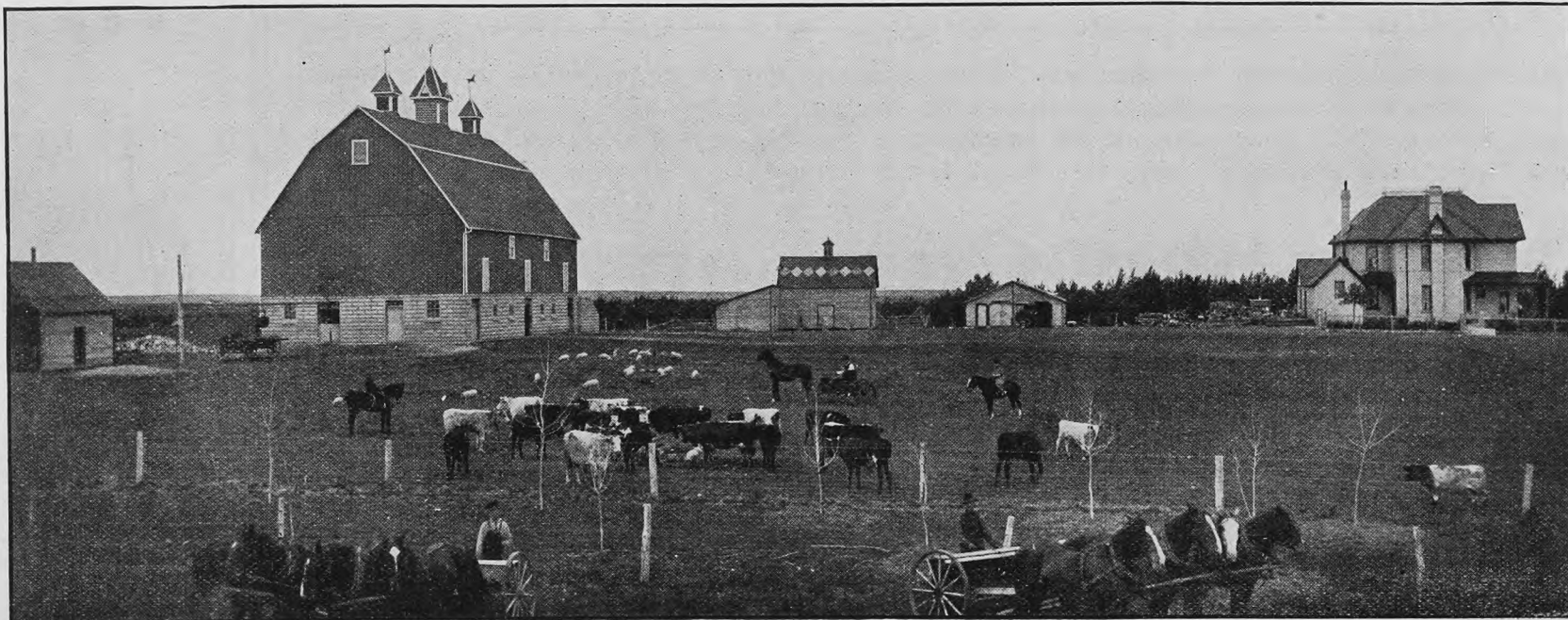


A compact lay out.

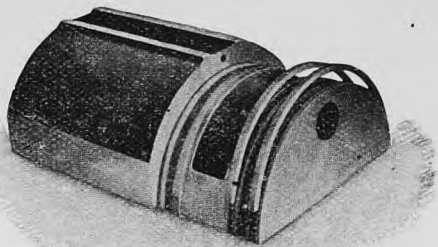
the business demoralization that comes from hanging around the corner grocery. The going-to-town habit is a bad one for the farmer. Cut out its cause as much as possible by selecting a home with good road possibilities.

I have mentioned these things as leading up to the important questions of the character of the farm itself. You could not give me the best farm in the Northwest as a home unless there went with it an abundance of good water. And I think that in selecting a place, I would take the trouble to get the water analyzed in order to assure myself that I was not playing with typhoid or the ill effects that follow the use of water containing

veys. Provide yourself with a spade or two-inch auger having a shank at least forty inches in length. Find a corner of your land and work from that along one line. On a piece of paper ruled off to represent forties, indicate as you go along the surface. Perhaps at 100 paces from the northeast corner, crossing the north side, a draw cuts through the land. Indicate its position, width, and direction. In a similar manner go completely around the selected area, marking each point of changing surface. Now go to the center or to a high point and map your whole area. Get the hills as accurately located as possible. If there is a creek it may be necessary to follow it, pac-



The Farmstead of O. E. Rome, Nesbitt, Man., the winner in the Winnipeg Industrial Competition for best laid out farm.



WHEN YOU COME TO THINK IT OVER

as we all do at this time of the year, as to where
we have made a success and where a failure—

HAVE you thought of the many times you were bothered for want of power in your engine? Have you thought of the large amount of fuel used and how you worked to keep up steam?

Have you thought, when adjusting your valve gear, working in the heat of a summer sun and over a hot boiler?

Have you thought what the cost was for using so much cylinder oil to keep your valve from cutting the valve seat?

Have you thought of the cause of your reverse lever trembling or rattling at each end of the stroke?

Have you thought of the cause of your engine foaming and priming?

Have you thought of the cause that knocked your cylinder head out?

Do you know that all of these troubles could have been avoided by placing a Gould Balance Valve in your engine?

We do not know how you are thinking, but we know what thousands of owners of engines equipped with the Gould Balance Valve are thinking, by the letters they are writing us every day. Our 1909 catalogue gives extracts from 400 of these letters. Read what three of them say:

Larned, Kansas, Sept. 19th, 1908.

Gould Balance Valve Co., Kellogg, Iowa.

Dear Sirs:—

I have used the Gould Valve for three years, and I would not do without it for three times the cost. When I put the engine on center with the common slide valve and opened the throttle with one hundred and fifty pounds of steam, I took both hands and could not reverse the engine. Then I put in the Gould Valve, and with the same pressure worked the reverse lever as easy as if there was no pressure. We find that it saves lots of coal and water or adds to your power if you can use it. As to the wear on valve, there is none. I took the valve out of my engine that had been run three years and showed it to twenty good engine men, and they all thought it was brand new, and at this time it is not worn so anyone could tell it. The rings are smooth and they all hold steam perfectly. Anyone wanting a valve, I will guarantee it will last as long as his engine will. Yours Respectfully, H. L. Brooks.

Mr. Brooks has sold sixteen Gould Balance Valves while operating his rig.

Gothenburg, Nebr., Nov. 2nd, 1908.

Gould Balance Valve Co., Kellogg, Iowa.

Dear Sirs:—

I will give you a few facts in regard to your valve, which we have used in our 22 H. P. Advance engine for three years. Your valve is the best of its class on the market to-day, for it is long-lived; there is nothing to wear out. I took our valve out, to be sure that I could prove what I say, and I found little or no wear at all. It will save from three to four hundred pounds of coal per day and one tank of water, and you do not need to jerk your reverse lever off your engine to work it. I claim it saves wear and tear on engine, and best of all, we get a lot more of good power out of our engine. If all threshermen will put in a Gould Balance Valve, they are bound to have the happiest year they ever had.

Yours truly,

H. C. BRESTEL.

Mr. Brestel sold nine valves during the past year.

Monango, N. Dakota, Nov. 16th, 1908.

Gould Balance Valve Co., Kellogg, Iowa.

Sirs:—

I put a Gould Valve in my Reeves Cross Compound engine (25 H.P.) last April, and will say that it gave me perfect satisfaction in every way. I hauled a big Deere ten-bottom engine gang with fourteen inch bottoms and broke six hundred and eight acres of wild land, and with the engine pulled the ten bottoms just as easy with the Gould Valve as she pulled the eight bottoms with the old slide valve. And as for handling the valve, there seems to be no pressure on it at all. My valve gear ran all summer without any taking up, and I plowed and threshed one hundred and fifteen days, and with the old valve I had to take up the gear every week. I sold five of your valves, and the parties are well satisfied with them. I would not buy a new engine without a Gould Valve in it if I could get it for half the price.

Yours truly,

W. J. BEAVER.

AGENTS WANTED.

GEO. WHITE & SONS CO., LTD., Manufacturers in Canada.

GOULD BALANCE VALVE CO., Kellogg, Iowa, U.S.A.

Where there is a water-retaining bottom, there is chance for growth; where that subsoil, in the middle of the summer, shows plenty of moisture, the chance becomes a fair assurance. But where the subsoil besides being dry, is leachy in character, unless you can irrigate, or unless you live in the Land of Many Rains—don't buy—it mean ruin to you. Don't believe any smooth-tongued agent when he tells you that the climate is changing, that the dry years are past, and that the sub-arid West is no more. The records do not show it. And even if such were the fact, it were better to choose land of good quality than land with sieve bottom. It is often said that such and such a soil is different—does not need the same treatment or consideration that like-appearing soils in older sections need. It is a lie, pure and simple, intended to deceive and defraud the unthinking. Sand and gravel, and loam and clay are distinct in themselves as soils, and require practically the same treatment no matter where they are found—due allowance being made for climatic conditions.

Every farmer has his crop hobbies and it is folly for you to attempt to become a wheat farmer upon land that was intended only

for oats. Likewise if you become accustomed to handling one kind of soil, you must not make the mistake of believing that your knowledge will work anywhere upon earth. I know of a farmer who had spent the greater part of his life in farming the rich, black loam of the corn belt, and who when he took up a farm of Western Canadian gumbo, attempted to apply his corn from former knowledge to the handling of the soil. It is needless to say that he made many mistakes and learned his mistakes in the hard school of loss. Don't misunderstand me and think that it is not possible for a farmer to change farms as regards soil, but I do contend that in selecting a farm, due consideration must be given the soil of that farm if the owner is to make a success and reap the proper fruits of his labors.

In selecting a farm, it is well to give some thought to future needs as regards size. A farmer with a growing family, especially if the boys be in the greater number, is justified in taking it for granted that some of these boys at least will become farmers, and as their ability to perform farm labor increases

the farm acres should increase in proportion. It is not wise, of course to anticipate the future too much by loading up now with more land than can be conveniently carried, but it is also not wise to buy in a community where it is not possible to secure more land when needed without paying an exorbitant and above price for it.

This is an age of farm machinery, and the farmer who expects to keep pace with the times and make a profit above a living must use it. It is well, therefore, in buying a farm to take note of the adaptability of that farm to the use of the various machinery required to speedily, easily and economically handle the crops to which its soil is suited. There are certain lands that will raise good wheat, but they are so rough and irregular that only the smallest machines can be used in tillage and in harvest, consequently the cost per bushel of raising wheat on these lands is considerably higher than where large machinery can be used and quick work accomplished.

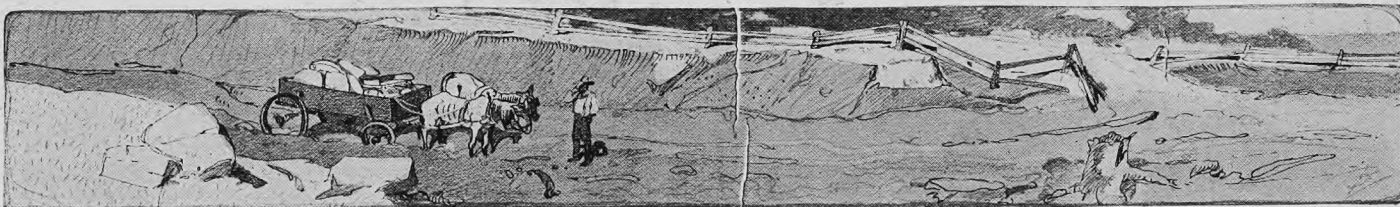
I know of some farmers who settled in a portion of Wisconsin, about 1850. Their one object was to get

timber for fuel and running water, and they got it paying some \$8.00 per acre for hills and stones when they might have had good prairie land at practically the same price. Some of those old pioneers are still living on the old farms eking out a meagre existence and struggling hard for a bare living, while other men who took the prairie land and bored deep for their water, are to-day living in retirement, assured of a competence for the remainder of their days.

Build for the future in buying a farm. Select one that suits your family as well as yourself, your pocket book being given all due consideration. Select a community that in so far as it is possible will be congenial. There is far more to farm life than mere work, and you'll find that a little sociability will make the lifting of the mortgage much easier.

There is vastly more to a farm than a Torrens title to a quarter or half-section of land. Its selection requires care and judgment, and the farmer who does not take into consideration all the things that go to make for home and money, is like

the manufacturer who built a mammoth factory to make woolen underwear for the South Sea Islanders.



IT was in the fall of 1903 that I threw the saddle off my broncho at the shipping corrals of Pearce near Macleod, in Alberta, and boarded the stock train with five hundred head of cattle bound for Liverpool, England.

It was ten years since I had left the old sod, and I was looking forward to the trip with great eagerness.

During this time I had put in my time partly in the United States and partly in Canada, amongst the ranches, and I was bronzed and tanned and thoroughly hardened to the saddle, and the life of a cowboy.

The cattle belonged to the Cochran Ranch Co. who ran somewhere near 30,000 head of cattle, and had over 100,000 acres of range.

The ranch was situated forty-five miles south west of MacLeod, Alberta, and right under the foothills of the Rocky Mountains.

I had made previous trips down to Winnipeg with cattle for the Co., but had never made one across the water, but did not feel any doubt as to my ability to do so.

After leaving my outfit in charge of one of my chums, at the corrals, and flinging my spurs away from me into a corral, as the train sped away, I wavingly bade my cowboy friends adieu, and turned my face and thoughts to relatives and friends in Old England.

I was in charge of the cattle all the way down the country until I reached Montreal, Que., where the shipping agent of the Co. then took charge of them for their transport across the ocean.

We made fairly good time over the first division from MacLeod to Dunmore Junction, due to there being a clear track and also a down grade, but when we struck the main line then our troubles commenced. We hadn't got very far past Maple Creek, and were taking a grade, when the engine balked. After the fireman had raised up a little steam, the engineer would whistle for brakes off, while he tried to budge the train; but it was no go, and then he would whistle for brakes on again, to hold us from going any further back down the grade, but the engine simply couldn't pull the train, and the news came along in due time, "THE BOILERS LEAKED."

We must have been there some-

STOCK

With Range Cattle From Alberta To Birkenhead

By J. R. WESTON.

DAIRY

thing like two hours trying to move that train, but with no available results, till at last it was given up in despair.

Then the engine was uncoupled from the train, and fortunately, under its own steam, was able to run on ahead to where a construction crew were working on a piece of new line, and where there was a spare engine working on a work train.

This engine was called into commission and was brought back to the cattle-train, and then with the united efforts of the two, the train was moved, and we eventually reached the next divisional point safe and sound.

There we were able to get a good engine, and after the changing of the crew and caboose, we started once more upon our journey to Winnipeg.

We hadn't much further trouble getting over the road from Swift

time, and soon had every hoof safely in the corrals. It being dark and only a few hours to daylight, we didn't attempt to feed them any hay, and after filling up their water troughs and securely fastening the gates, we left them for the balance of the night, and retired to an hotel, to secure a small slice of civilized sleep.

By 6 o'clock however, I was up, had my breakfast, and was soon on my way to the stockyards to feed the cattle. The C. P. R. agent soon had the hay weighed out, and we quickly had the cattle fed. We gave them about twelve hours in which to feed, water and rest in, and at about 2.30 p. m. again we commenced to load her up.

We again procured baled hay, enough to hay every car, usually one bale per car. This hay was shook up all around the inside of the car, the cattle could eat what they

to furnish all of their own food, and so have to replenish their stock whenever they get a chance. There is always an abundance of ice water in the caboose, which is sometimes fit to drink, or one may get chummy with the train men and so procure some of their hot tea; but a cowpuncher is not raised on delicacies and so doesn't crave for these things; he has known the time when he was mighty glad to get a drink of water of almost any consistency.

Every time the train stopped, and when it was convenient, I, with the boys, would run along the train, and with long sticks would poke up upon their feet any steers we found laying down. The reason for this is, that if a steer lays down too long, he gets cramped and paralyzed in his legs, so that he is unable to get up, and he is then at the mercy of all the other steers trampling over him, besides being an easy mark for their horns, with the result that at an unloading point, he has to be dragged out of the car, and butchered right there.

After another two days run we reached Schreiber in Ontario, where we unloaded again to feed and water.

It was night time again when we reached Schreiber, and the unloading had to be done again by lantern light, they not having the electricity they have in the Winnipeg yards. The unloading was safely accomplished, and we gave them ten hours, to rest, feed, and water in.

We commenced loading again about 10 a. m. and we were due to leave at 12 noon. With reasonable luck we had ample time in which to load, and we had ten cars hayed and seven of them loaded up in a jiffy; we had ten cars in all.

Well, we struck a bunch that were determined they would not stay in the car. We would have them all in the car, and I was proceeding to put up the bull bar (the bull bar is a stout bar of oak about 8 inches by three and slipped into two sockets each side of the door, for the purpose of keeping the cattle from off the door itself) when a wild-eyed steer, with lowered head and glaring eyes, would make a mad rush out of the



Where the Cattle are prepared for the English Market.

Current to Winnipeg, the road bed being good and there being very few grades to climb.

Broadview and Brandon were safely passed, and we eventually reached Winnipeg after having the cattle upon the cars nearly 50 hours.

At every divisional point, we had to change cabooses, and it was no snap, especially in the middle of a dark night, to find the caboose that was going to be attached to our train. If we were not absolutely sure of the caboose, we would climb upon the top of the cattle train, and stay there until a caboose was put on behind. Then we would safely descend into it knowing that we were in the right one and were with the cattle as well.

Winnipeg was reached at about 2 o'clock in the morning, and as the Ry. Co. were expecting us they had empty corrals ready.

We quickly got the cattle unloaded, unloading two cars at a

wished, and the balance was bedding for them.

The cattle were then cut out into car lots of usually eighteen or nineteen head, according to the size of the car, and the cars were loaded two at a time.

I kept strict tally of every head that went into those cars, and so knew how many cattle I had on board.

Transportation articles were then signed by myself and my two helpers, and I also duly signed the agent's register, which as foreman, entitled me to a free passage back again to MacLeod.

My helpers eventually booked upon the same steamer that the cattle were shipped on, and so got their free passage over to England.

We got good locomotive power from Winnipeg east, and were not over schedule time in reaching the various divisions.

We reached Fort William about noon of the first day out, and as our provisions, which we had



The Pride of the Farmer the Delight of the Dairyman, and the Pocket Filler of the Cattleman.



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THE DE LAVAL SEPARATOR CO.
MONTREAL WINNIPEG VANCOUVER

car, and down the passage-way followed by many other critters in the car.

We loaded this same car over and over again with the same results, when I changed my tactics. I mixed the cattle all up again so as not to get the same bunch together; then with united efforts and with whoops and yells rushed the cattle all up into the car, and with a cry of triumph and nerves of steel, I jumped down into the doorway, slammed in the bull bar, and had the door shut in a jiffy. We then had two cars left and twenty minutes of time in which to load them, and with ordinary luck we had plenty of time, but such wasn't to be our fate.

Well, we rushed in the ninth car all safely and secure and then came the fatal tenth. This car was not spotted exactly opposite the loading shute door, and so when the gates of the loading shute were closed, they were on an angle with the car, and a space of about two feet was left between the end of the gates and the side of the car.

We got everyone of the steers into the car alright except the last one, the car being kind of crowded in front of him, and we kind of crowding Mr. Steer, and in the mix up, or in our eagerness to get him in we caused him to back up again and make through the opening out on to the platform.

I was up on the top of the loading shute when this happened, and I knew it would be with the greatest coaxing that he would be got back again to the car door.

I bade all the boys to be quiet and I gently slipped down to the ground and stealthily gained the platform below where the steer was standing.

With my heart in my mouth I now made towards him, and with my knowledge of cattle, I gently worked him back towards

the car. He would look over the platform as if in the very act of jumping off, and then look at me and shake his head, and I knew it was a drop of the hat whether he would charge at me or leap off the platform on to the track.

I didn't want him to do either however, for if he once jumped down to the track he was a goner, for there was not a cattle pony in the country around, and the whole country being nothing but hills and timber, we would have very little show in surrounding him.

With gentle persuasion, however, I got his attention turned toward the car, and the other cattle

loaded just when we did, as there was already a freight train, with steam up, upon the track along side of us, awaiting orders to pull out, which, if it pulled out ahead of us, would mean that the cattle would be kept on that train, some five or six hours longer, which would considerably distress them.

We had no difficulty with our transportation from Schreiber to Ottawa, and also from Ottawa to Montreal, and we pulled up at the Hochelaga stock yards in Montreal, about 12 a. m. on the sixth day out from MacLeod.

The cattle by this time were now

I became a member of the crew, and by this means secured my passage over to Liverpool.

From now on, is where I commenced to pull ropes; first the agent secured for me extra pay for my services while on the boat.

After I had signed on, and the boat not sailing until 5 a.m. next morning, I thought I would take a look at Montreal city itself, and while walking away from the docks I ran right up against Jack MacLean. Now MacLean or Scotty as he was more familiarly known, was the recognized cattle foreman, who always went over to England with every shipment of cattle that this agency shipped from Montreal, and he was also a jovial, good hearted, wholesouled Scotchman. I had previously met Scotty at Winnipeg, where I had handed over to him a previous shipment of steers from the same ranch.

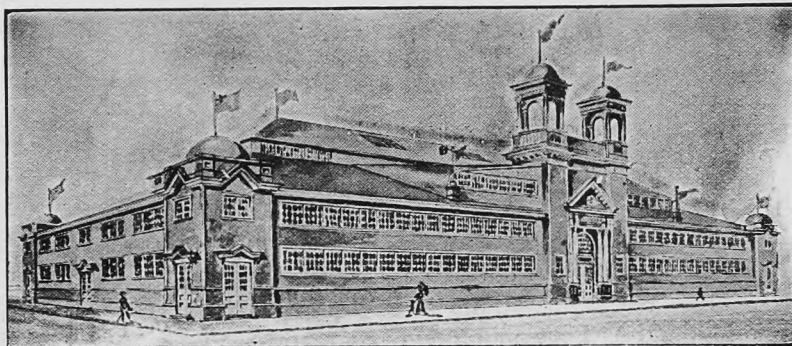
Scotty was scheduled to meet us at the MacLeod shipping corrals, but Scotty liked Joe Seagram's extract, and met his Waterloo at Winnipeg, and so missed his train for the west.

I had orders to meet him at Winnipeg but if he was not there I was to take the cattle down to Montreal. By this time, however, Scotty had sufficiently recovered and sobered himself up to present a rather respectable appearance, and I decided he was capable of taking care of the cattle the rest of the way.

I saw the cattle fed and watered, helped him load them, and saw him safely set off for Montreal, so I had become quite a chum of Scotty's.

Well, to return to the previous part of my story, I ran slap into Scotty as I was leaving the docks where he was on his way, to duly "SIGN ON."

"Hello!" young fellow," was his first greeting, as he advanced to meet me with outstretched hand and



The Brandon Winter Fair Building, the biggest thing of its kind in Canada.

not having left it, he saw them, and turning his head toward them, went back to the car and into it.

I breathed a sigh of relief, and lost no time in getting up that bull bar, I can assure you, and getting the door slammed shut, and securely fastened it.

It was by this time past twelve o'clock and also past our schedule time for leaving. I asked the conductor, however, if he could pull out with us, and he said it all depended upon the station master. The station-master was accordingly interviewed, his sanction obtained, and we accordingly pulled out of Schreiber in decent time, and with every head of cattle on board.

We were fortunate in getting

out of my hands, and, as previously, I went and signed the register as cattle foreman in the C.P.R. agent's office, thus again securing my transportation back from Montreal to Winnipeg.

I had a letter of introduction from the manager of the ranch to the shipping agent in Montreal, to whom the cattle were consigned.

This company had handled the cattle from the ranch for a great number of years, and I was cordially welcomed by the agent and his staff. I soon obtained all the information that I required, and finally arranged to meet their representative at the shipping docks, where the boat sailed from the next day. There I would sign on to the ship, and that meant

a broad, beaming smile on his good humoured face, "are you going over with me?" I assured him that was my intention if it was agreeable to him. I was his from then on. "Come along with me and I'll see that you get fixed up alright. Did you sign on yet?" I assured him that part had been carefully attended to. "Well, then," says he, "come along and I'll introduce you to Mr.— the second steward, and he will fix you up with a decent berth."

Now a cattleman's privileges are limited, and his accommodations are away down at the bottom of the fo'castle, underneath the very sailors, at the extreme front, and bottom of the ship; the coldest, the most exposed to the pitching of the vessel, the dirtiest, and altogether the most undesirable part of the whole ship; such were the cattleman and stowaway's quarters.

I didn't desire this kind of accommodation, so I readily made up with Mr. Steward, and for a paltry \$5.75 I secured an excellent cabin and the best of food that could be obtained upon a third class steamer.

Having now ample time upon my hands, I repaired over to the stock yards to watch the preparation of Mr. Steer for his passage across the mighty deep.

A bunch of steers were selected and separated from the rest, and run down into a narrow chute which would only allow one steer to pass at a time.

Upon the outside of this chute a raised platform was attached about one half of the way up, so that a person could easily reach over the top and secure a rope upon every critter.

By this means a rope was securely fastened around every steer's horns or if he was unruly the rope would be tied in such a manner so as not to tighten and choke him, around his neck. The entire shipload were treated this way; men take contracts, and do nothing else for a living but this kind of work. The cattle are then loaded again upon cars and taken down to the wharf, where they are unloaded on to a barge. A contract gang again takes charge of operations. The cattle are unloaded in batches and run along the gangways into the pens prepared for them. They present a wild, fighting, bellowing mass, all of them fighting for their liberty.

A gang of six men and their foreman will attempt to tie up one steer, one cowboy with his horse, will do the same trick. They procure a

long rope with a hook fastened to the end of it, then with a long forked stick they will put the rope over the steer's neck, hook on the hook, and drag Mr. Steer up to the bull rail by taking various hitches around the iron posts which are to be found between the decks of all ships.

When they have thus nearly choked the life out of the steer, and have him close enough up to to the bull rail, they take down the small rope and securely tie it to the rail.

I was calmly watching these operations, when the men had a black galloway on the end of their rope.

Now the black cattle of the west are the hardest and most ferocious fighters of all the cattle upon the range, chiefly we believe, because they are all hornless.

Now this black fellow certainly objected to being so handled, and to being tied up, and he fought with every ounce that there was in him. They nearly had him up to the bull rail, when he espied his tormentors on the outside, and with lowered head and a bellow of rage, he made a dash for the barrier and broke through it into the gangway. There was more or less a scatter of men but some held to the rope, which being snubbed around a post near the pen, kept the steer from getting away. The bellow of the enraged steer set every other steer to bellowing likewise, and for a while pandemonium reigned. Presently, however, the steer was got back again into the pen, the barrier securely nailed up and strengthened, and the steer was eventually tied up.

While the steer was thus exercising himself I told some of the men near, that I used to sleep with those cattle out upon the prairie where they came from, and from the look I received, as the word was passed around, they seemed to think that probably I was as wild as the steers were.

The cattle were all tied up and I retired to my cabin for the night.

By the time I was awake the next morning, and as I looked out of a port hole over my bunk, I perceived that we were out upon the water, with shipping and landscape in the distance.

I hastily performed my ablutions and ascended to the deck above. There was a sight which will not be easily forgotten; we were upon the bosom of the broad expanse of the mighty St. Lawrence river.

The beautiful landscape, as we passed down the mighty stream, was dotted with quaint hamlets of the French population. Convents and monasteries, with their huge crosses outlined against the sky, were in constant evidence on both sides of the river. Convent bells, monastery bells, and other kinds of bells, could be heard in all directions, which certainly gave to the immediate surroundings, a decided-

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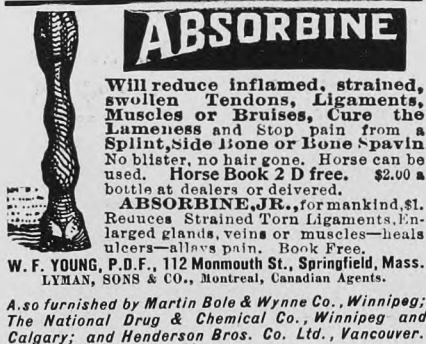


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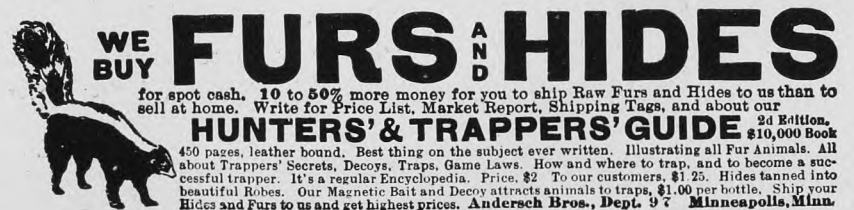
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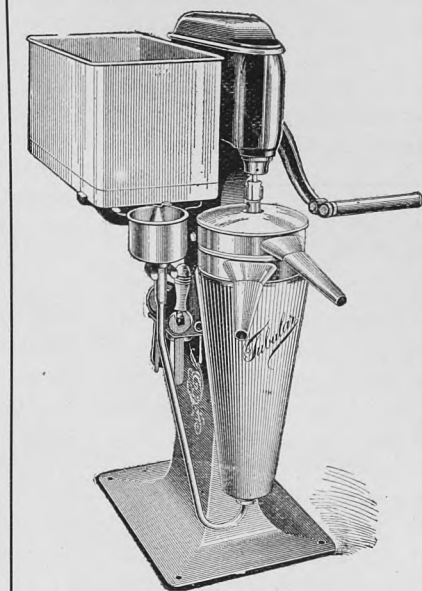
THE SHARPLES SEPARATOR COMPANY

WEST CHESTER, PENNA.

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ly foreign and Latin atmosphere. We passed by that oft contested but staunch fortress, the scene of many a conflict, and the statue of the nation's liberty, the Heights of Abraham, with its adjoining, quaint but time-honoured City of Quebec, and as we took on board the mail from the packet steamer, and sent our own mail ashore, we realized that this was the last connecting link between Canada our home and the Old World beyond.

My duties upon the ship were not arduous and Scotty as foreman supreme in charge of all the cattle, gave me the greatest snap, to be had upon the boat. viz:—night watching the cattle.

It certainly was a snap nothing to do from 4 a. m. in the morning till 8 p. m. at night. I had the whole of the day to myself and slept part of the night, too.

My sole duties were to see that no one stole any cattle and to awaken up the feeding crew at 4 a.m. every morning, which I took especial delight in doing. The cattle were all watered by means of a pail gang, and then another gang of men and boys would come along, and feed them baled hay, shaking it up well for them in their feed racks. The cattle were thus fed and watered twice a day and although they get the best of care and attention, they get considerably bruised and knocked about, and altogether the trip is not an enjoyable one for them.

We had excellent weather almost the entire eleven days that we were upon the water, with scarcely a ripple to disturb the surface of the expansive sea, until we neared the coast of Ireland.

There was considerable amusement furnished upon the boat. Friends that I have lived near in Manitoba were on board going over to England, the land of their birth, to visit their old parents, and the scenes of their boyhood. Everybody was in a jolly mood and enjoying themselves, and a pretty stewardess would favor us with her company, and many a whole evening have I tramped out with her around and through the intricacies of stern wheelhouses, ventilating funnels, hatchways and various other kinds of obstacles; the weather being mild and fine and the nights bright and starry it was certainly enjoyable.

As we neared the British Isles we ran into a swarm of whales, dolphins, and flying fish.

We would see a huge mass of something moving in the water, and we would collect and conjecture what it could be, when some wise head would proudly inform us that it was a whale. Now the whales

that we knew, the ones we had seen in our school books, had huge streams of water blowing from one of their heads, but these didn't, and so his information was doubted, when there came a cry "see there she blows" and behold, there was sure enough a whale, spouting real water for all she was worth, and ploughing through the water like a modern submarine, and so our curiosity and our informant were satisfied.

We ran into a nice little storm upon nearing the coast of Ireland, at the conjunction of the various channels, which lead up to the Irish Sea and at a point which is usually called the Devil's Hole, presumably, I suppose, because it is so obstinately opposed to the preferable tranquility of man's frame of mind, and also his equilibrium.

We passed Anglesea, alright, where we took on board our pilot, who had come out from Liverpool to meet us. It was a ticklish job for that frail boat with its precious passenger, and in such a choppy sea, to get safely anchored to this big steamer of ours, and to allow this precious person to come aboard.

The feat was safely accomplished,

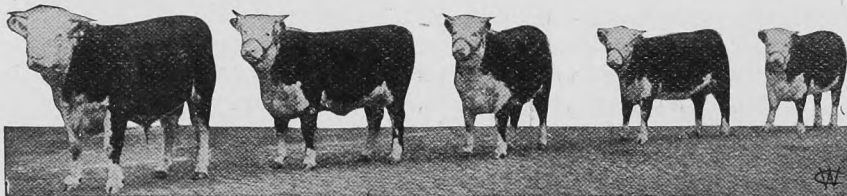
however, the boat cast off and was soon melting away in the distance to rejoin the pilot's sloop again, which was awaiting it, about one half mile away.

The weather became very much colder as we neared the Cheshire shore, and the wind was also becoming stronger, and as we commenced to enter the River Mersey it was blowing a gale.

The water also took upon itself a dirty, muddy, yellowish color, due, I supposed, to the close proximity of the land, but later, as I discovered due largely to the fact that a string of dredgers were constantly dredging out the channel at the river's mouth, for the passage of the sea going ships. As we crossed the bar and came into the shelter of the land, a complete change was experienced; we were completely sheltered.

Small row boats came along side of us now, inquisitively seeking information, the occupants of some asking how the weather was outside, meaning outside in the open channel, others about our business, and THEY got no satisfaction.

At last we commenced to sidle up to one of the great unloading lairages that line the shore at Birkenhead, but we had to wait for about two hours just off the dock while they made room in the lairage for our cattle. We gradually sidled up and at last bumped into the wharf and so we made connections with Old England's shores.



FARM MACHINERY is an expensive necessity. At a fair estimate the value of the machinery on the average half section will amount to \$1,000, it may be more on some farms, but it is not far out. The average life of this machinery may be ten years, in many cases it would be less. With care this period of usefulness may be extended, it may even be doubled. Taking these figures we can easily get the annual cost of the machinery.

Ten years' service, Interest at

O'Brien says: "Oil is the cheapest machinery we have."

7%, \$70, Depreciation 10%, \$100. Total cost per annum, \$170.

Fifteen years' service, Interest \$70, Depreciation 6 $\frac{2}{3}$ %, \$66.67. Total cost per annum, \$136.67.

Twenty years' service, Interest \$70, Depreciation 5%, \$50. Total cost per annum, \$120.

So that we gain or save \$33.33 per annum or \$499.95 in fifteen years by making our machinery last fifteen years instead of ten, and we should save \$50 per annum, or \$1,000 in twenty years, by making it last twenty years instead of ten. This shows us that it pays to take proper and reasonable care of the machinery on the farm.

For \$200, a farmer should be able to build an implement shed that will keep out rain and snow; if it cannot be afforded at once, place all the implements together in as sheltered a place as possible, but as soon as ever it can be afforded, an implement shed of some kind should be built. It will be a paying investment. Use only the best oil, axle grease, etc., as the cheap stuff is dear at any price. Keep a supply of bolts, nuts, screws, and nails of assorted sizes. It will pay to keep some spare parts of some of the implements in stock. It will save valuable time, and experience will tell what parts are most commonly needed. Sometimes a man is tempted to go ahead with some implement even if some apparently minor part is missing, until such time as he may go to town, and through that part being missing, may have a bad breakdown. Every farmer should have a simple outfit of tools, and add to them a little at a time as his pocket will allow. As soon as possible invest in a portable forge and anvil, it will soon pay for itself in saving valuable time, and it will save the blacksmith overworking himself if the farmer is anything of a handy man with tools.

CARE OF THE PLOW.—Keep all nuts tight, if you should happen to lose a nut replace it at once, and don't wait until half a dozen are missing and the plow badly strained. For this purpose it will be necessary to carry a few bolts and nuts on the plow, and a piece of stout wire should not be forgotten, as it often comes in handy. See

The Care and Handling of Farm Machinery

ESSAYS BY STUDENTS OF THE M.A.C.

that the horses are pulling right, and use your brains in adjusting the plow to run properly. At noon, if the share and moldboard are not absolutely bright all over, make them so with a piece of rag, paper, or even grass, do the same at night and rub a few drops of oil over them evenly, if a storm comes along, or it is wet for two or three days, they will not rust as they otherwise would, but if you have an implement shed, do not leave the plow in the rain. Keep the bearings sufficiently lubricated, though on the other hand, do not be too generous and waste good oil. When laying the plow up for any length of time, give the share, moldboard,

It is estimated that it costs the farmer more to haul a bushel of grain than it does a railroad to haul a ton of it.

and coulter a good coat of axle grease and oil the bearings. If there is no implement shed in which to keep it, place it in some sheltered position and throw a load of straw over it.

SEEDER.—As with other implements keep nuts tight, go over the whole thing occasionally and try all the nuts, some of them are bound to wear loose. Oil when needed, little and often is the way. Carry a piece of thin wire to clean out the cups, either when the box is empty or when any of them clog up. Try and keep the shoes as bright as the share of a plow. Do not go banging over stones or stumps. Move them to one side, it will save time in the end. When you have finished seeding, if you have not built the implement shed, put the seeder in the shade, on the north side of a building. Grease the shoes or discs, and if there are any parts missing replace them then. Do not wait until you are ready to start seeding.

BINDER.—Keep the nuts tight and use good oil. Oil the fast speed motions every hour and a half, or two hours, and the others according to the crop you are cutting. Use only the best twine, it does not pay to have the twine breaking all the while. Do not throw the binder in or out of gear while it is moving, as it strains the machine too much. Watch the parts carefully, and do not let any bearing get hot or squeak. Try to avoid trouble, don't wait to cure it. Take off the canvasses at night, if the weather looks unsettled, and either take them home or put them under the table and place sheaves around it; that is of course if you have not an implement shed to draw it into. If you think the

weather will be alright you can lay some sheaves over the canvasses as they are on the binder, to keep the dew off them. Carry some spare bolts, nuts, etc., hammer, shifting spanner, monkey wrench, S wrench, and a good, sharp cold chisel; a piece of wire to clean out oil, holes and some spare sections for the knife and the necessary rivets should also be carried. When you have finished cutting for the season, put the binder in the implement shed if there is one, if not, in some dry place, out of the sun. Take off the canvases and take out the knife and stow them away carefully. Take the slats off the reel, to prevent possibility of sagging. Take off the tongue and whiffletrees so that the machine will take up less room. Put these things away where they will be secure and not broken or lost. Put a good coating of wagon grease on the smooth parts of the binder, as it will keep them from rusting. The knotter especially should be thus treated, it will help to prevent trouble with twine breaking when the harvest starts next season. Look over the machine carefully and send at once for any parts that

It is a wise plan to look over the farm machinery some spare day this winter to see what repairs are needed: then order them at once and put them on the machines needing them. If this is done, there will be no "rush" repair orders to send in just as the plow or binder season comes on next year.

are missing, and do not wait until the grain is ripe, as it wastes valuable time.

In conclusion, let me urge the value of a coat of paint. The paint fills the pores of the wood, keeping out moisture, as water and oil will not mix, prevents cracking and besides looking better, preserves the wood in all ways. Give the wood parts, at least, of implements, a coat of paint when needed.

Buy new machinery that is strong and efficient, with the reputation of a good firm behind it and your care of it will be many times repaid.

H. G B. HAWKINS.

Rounthwaite, Man.

II.

That farm machinery in Western Canada needs better care and more efficient handling, is an assured fact, admitted by all.

The common practice amongst the greater number of farmers is to line their machinery up some place in the open where the snow will not drift them up badly. A small minority have sheds of varying

degrees of efficiency; while a few make no attempt whatever at taking any care of their machinery, simply leaving it in some out-of-the-way place, where they last unhitched from it.

It is undisputed that machinery is the better for protection in some form; yet factors enter into the housing of it that justify, to a greater or less extent, those who, up to the present time, have neglected this phase of their farming operations.

A large number have just commenced farming within recent years. Every available dollar is required by them for running expenses, payments on land, and other absolute necessities such as buildings, stock and machinery, consequently they have not available funds for the purchase of necessary material for implement sheds.

Also, for similar reasons, large numbers are working with as little hired help as they can possibly manage, and thus are so busy they have no time to make even temporary shelter for their machinery.

Then there is a third factor, which is of considerable importance. If a man puts his machinery in such shape that the snow does not drift over it and warp it all out of shape, and takes the precaution to oil wearing parts well immediately he is through using the machine, the dry air prevalent here for the greater part of the year, has little or no effect on these parts so far as rusting or corroding is concerned; consequently, the greatest harm machinery receives is partial decay of the wood parts, and a loss of paint, which effects in only a small degree the working parts. Such a small quantity of wood, however, enters into the construction of machinery now, that the effects of the elements upon them is reduced to a minimum.

It is personally known to the writer that binders have stood out continuously and yet have done efficient work for from ten to fifteen years, after which lapse of time they were so out-of-date that a new one was a necessity.

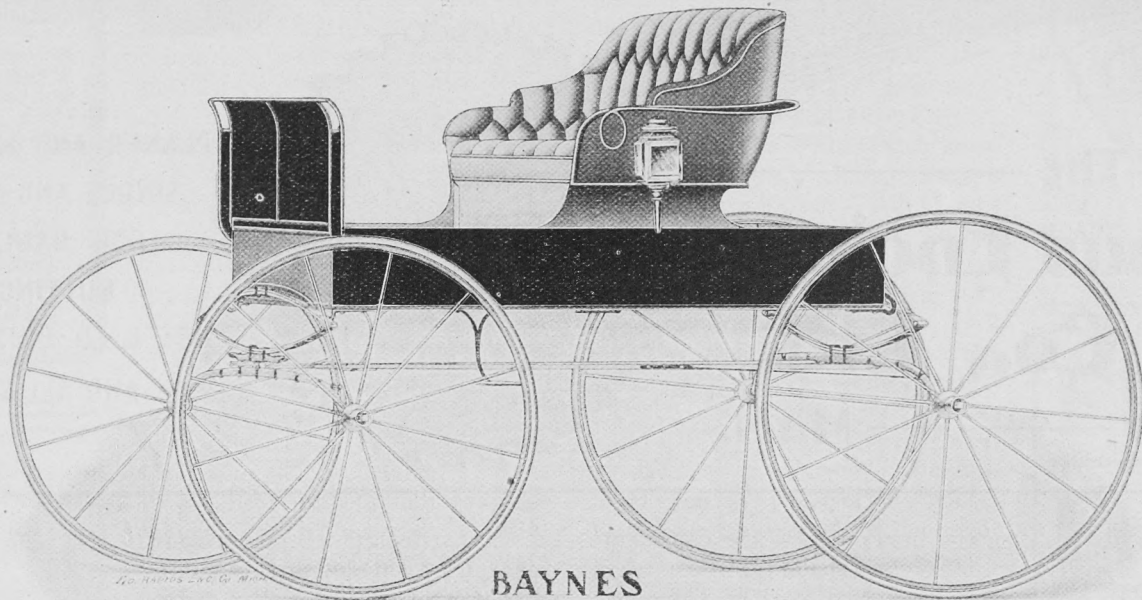
Yet the foregoing is not advanced

The question is often asked: "Which is the best make of machine for this purpose?" The answer to this is, select one of a standard make that is known to be good, even if it costs a little more than something you cannot be sure about. Select the machine for which you can secure repairs in a short time. It is usually best to buy from your local implement dealer. He should be able to furnish the necessary repairs and will see to it that the machine works satisfactorily.

as excuses for farmers neglecting the housing of their machinery, but rather to give justifiable reasons for the present condition of affairs.

As to the ideal condition to which every progressive farmer, in due course, hopes to attain, viz.:—that of having all his machinery under

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cover, many and varying are the degrees of efficiency and utility which are to be considered.

It seems, however, advisable, in an article of this nature, to deal with ordinary conditions on the ordinary farm, and so possibly personal experience will be permitted under the circumstances.

A shed large enough to accommodate a binder, mower, rake, drill, two wagons, two plows and harrows, can be built for fifty dollars, according to the quality of lumber and method of finishing. The writer built a shed to accommodate the foregoing machinery, and the material cost, in round figures, thirty-five dollars without labor.

Tamarack posts were set one and one-half feet into the ground, stringers, let into and spiked unto

these, running lengthwise of the shed; shiplap was used to side up the back and ends, and common boards with battons were used on the roof; quite a steep pitch being given the latter to facilitate the quick turning of the rain, and prevent snow from accumulating on it. A projection on the front, let down to within seven and one-half feet of the ground, prevents the morning sun and eastern storms from beating in, as the shed faces the east.

A sequence to properly cared-for machinery is the ease with which it can be handled.

There is no doubt, that to successfully handle farm machinery, diligence, care and an understanding of the working parts are essential. Better results with machinery would be produced if a closer study of

them were made, and where can the young men better accomplish this than during a course at our Agricultural College?

It seems unnecessary to repeat the maxims printed on nearly every new machine one now buys, viz.:—"Keep all nuts tight," "Oil often;" and yet neglect of these is the cause of so many failures in operating even some of the simplest machines, not to mention the more complicated binder or threshing machine. How often a nut is lost, the working part drops out of the true, wear soon commences, and before one realizes, a stop is necessary for repairs.

It is the exception, now-a-days, for new implements to be sent out in any other than working condition, hence the successful opera-

tion of them depends to such a large extent upon the operator in the field, who, if he understands his machine, and pays attention to details, seldom if ever, has cause for complaint—accidents barred.

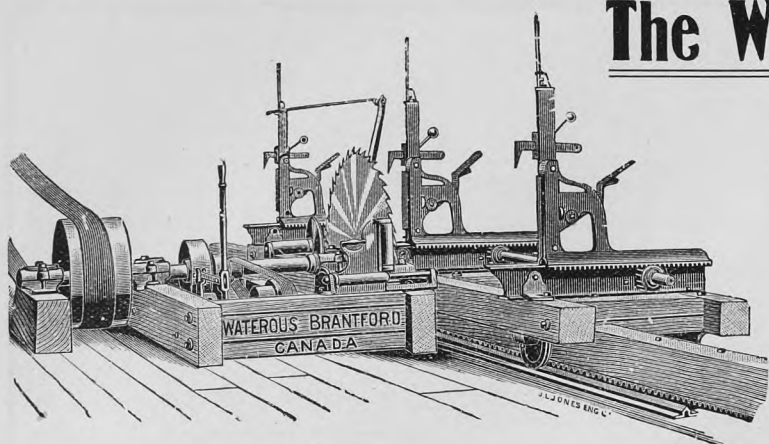
In conclusion, let me appeal to the higher instincts of one and all, who are interested in farm machinery, to cultivate the neat, harmonious, shall I add, beautiful surroundings, that result from the well-cared-for and well-handled machinery, and give a feeling of refinement and good management to visitor and occupant alike.

HAMPTON HUDSON.

III.

A careful consideration must convince any person, that the cost

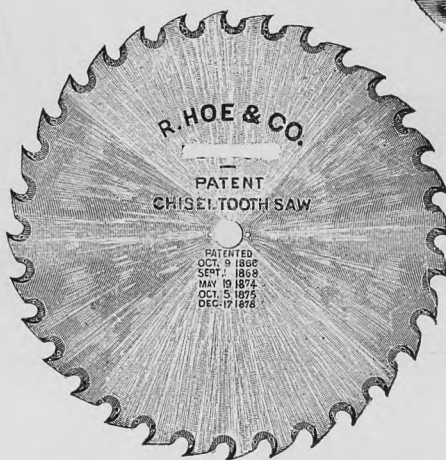
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for farm machinery forms a very large item in the expenses of every farm. It is not too much to say, that generally speaking, the total cost for machinery is greater than the total cost for horse power. This is significant. The vast capital that is invested in horse power, in this country, is well guarded by a knowledge of the origin, development, care and management of the horse, combined with what is perhaps at the root of the matter, an active interest in the welfare of the animal.

Who, however, would venture to state, that there exists any similar knowledge, in the farming community of this country in regard to farm machinery? Who thinks that there is anything like as much trouble taken, in the care of farm machinery, as is the case of the horse? Who is not aware that nine times out of ten there is practically no active interest in, and but the most superficial knowledge of the marvels of ingenuity, which accomplish such an inconceivable amount of work throughout this Western country? Yet, the development of the Great West is absolutely dependent upon the work accomplished by highly constructed farm machinery; for without it and with the same scarcity of labor, it would be impossible to till more than a small portion of the land which is now tilled by its aid.

It has been proven beyond dispute, that as it pays to give proper attention to the care of the horse, so it pays to give proper attention to the care of farm machinery. It is acknowledged that a properly cared-for farm machine, will last from two to four times as long as an uncared-for one. Not only is this true, but it will perform its work much more readily and satisfactorily during its entire working period.

In caring for a farm machine, one

of the first points is the consideration of its capability. Just as a horse may be ruined by being put to work, which he was not intended by nature to perform, so a machine may be ruined by being put to work, which it was not intended by construction to perform. It is important therefore, that those who have the care of a valuable machine, should possess a knowledge of the capability of that machine.

Oil is food to the machine, and it should be applied with as much precision as is exercised, when oats and hay are fed to the horse. Not blindly or carelessly, but with a constant watchfulness as to requirement. Briefly, it should be of the light quality, applied in the right quantity at the right time. What a vast amount of damage is inflicted on farm machinery, by neglect in this particular.

Perhaps farm machinery suffers more from exposure than from anything else. How can a machine be expected to give good results, when nine times out of ten, it is exposed the whole year round to the weather; thereby being subjected to rapid changes in temperature, to the bad effect of rain and frost, and to the almost uninterrupted action of destructive rust? Under such treatment, it is a wonder that the machines do as well as they do. It most certainly pays, in spite of the price of lumber, to have all machinery, when not in use, stored in a well-constructed, weather-proof machine shed. It may have seemed advisable, when land was at a very low figure, to neglect everything else in the one hope of "getting in" as many acres as possible. This meant leaving the machinery exposed to the rigors of the atmosphere, and it must be confessed, that in the long run, it has been a very expensive, wasteful method to the country in general and to farm-

ers in particular. Unfortunately, this plan is even now, largely followed throughout Manitoba and the Northwest.

Farm machinery suffers a great deal from being worked when it is out of order. It is the usual custom, whenever a horse becomes sick to quit working him, and have his sickness attended, but how often a machine is made to work when it is not in a fit condition! It is not thought that the machine is being wronged, but what is the result, if some one or more of its parts are loose, if bolts are not tight or if some part is not working free, ly? Is it not often the permanent crippling of the machine?

It may be taken as a general rule, that except under extremely urgent conditions, it is not advisable to continue working a machine, that is working imperfectly.

Closely in connection with the last point is the necessity of having a machine in proper order before work with it is commenced, and leaving it each time in a suitable condition. "Well begun is half done," and no machine can be expected to do good work, if it is out of order, when work is commenced.

Gentleness is acknowledged to be an essential quality in the right handling of horses. It is a truth not so generally acknowledged, that gentleness is an essential quality in the right handling of machinery. Obviously, it is impossible for a highly constructed machine to give the best results, when it is treated as roughly as if it were an unshaped mass of old iron. Gentleness in the moving, handling and repairing of farm machinery pays a big dividend. When any machine is put for storage, in the machine shed, it should be so placed as to be at ease. The levers should be adjusted, so as to leave the least amount of strain on the parts, and as far as possible the pressure on

the different springs should be eased. All parts liable to rust should be rubbed with axle grease.

Some of the more general points have been observed, in regard to the care and handling of all farm machinery, and it now remains to suggest a cause and cure of the acknowledged improper methods so manifestly prevalent throughout the country.

What is the reason that farm machinery is so very badly neglected? Is it not because there is a lack on the part of those who operate the machines, of an intelligent interest in the machines themselves; a lack of knowledge as to their history and development, and the proper mode of caring for them; and a lack of appreciation of the vast amount of human life that has been devoted to their production?

Might not the agricultural papers remedy this to some extent? They find space for the history, care and management of horses, cattle and sheep, why not also for machinery?

Would it be too much for the Manitoba Agricultural College to add one more subject to its already numerous list and make one for the study of the history, development, care and handling of some of the farm machines? With knowledge, will come INTEREST, and with INTEREST, improper methods will gradually give place to the Scientific Care and Handling of Farm Machinery.

Glendale, Man. O. H. MAY,

IV.

One of the most necessary things in connection with the care of the threshing engine, is to have a good building in which to store it when not in use. This should be large enough, so that you can get around the engine, to do any repairing or cleaning without having to run it

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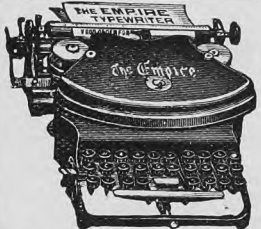
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outside. The necessity of keeping
machinery away from the destroy-
ing elements is obvious to any
thinking person.

Before making any attempt what-
ever at starting, all grit and dirt
should be thoroughly cleaned from
all bearings, and a liberal quantity
of oil supplied. It should always
be borne in mind, that oil forms a
lining between the bearings and
moving parts, and, that the finer
grades of oil adhere longest to the
bearings. It will therefore be seen,
that it is very poor economy to use
inferior oil. As some grades of
oil cannot stand great heat, you
have to get a fine grade for the
cylinder, that will endure high
temperature. This is the reason
that two grades of oil are used, for
though the cylinder oil would do
for the other parts of the engine,
ordinary oil would not do for the
cylinder. While speaking of oil
reference may be made to the oil
pump, which is an all-necessary
appliance on the engine. It can
be attached immediately over the
cylinder or any convenient place.
By using it the cylinder receives a
steady and sufficient supply, and
when once the feed is set, it is set
for good. The ratchet is adjustable
while the engine is running, and
all that is required is to keep the
pump well filled with oil. The
gearing of the engine should also be
regularly greased to prevent un-
necessary wearing.

Care should be taken to see that
there is a sufficient quantity of
water in the boiler before lighting
the fire. The crown sheet or top
of fire box should most certainly
be covered. If the water supply
is correct we may now light our
fire, presuming of course, that the
grates are thoroughly cleaned out.
The blower should never be turned
on until there is at least 15 pounds
of steam, for if it is, the steam
is used up as quickly as it is generat-
ed. The dampers should be worked
so that they just allow free com-
bustion, for too much draught
wastes fuel without producing much
steam. Straw should be fed to
the engine with the prongs of the
fork pointing downwards, for in
this way it is not as liable to fly
straight up the flues.

The water should never be al-
lowed to get above the top of the
glass, and ought at all times to cover
the crown sheet. The water glass
should not be trusted implicitly,
for it may get clogged up, but the
reading may be verified by using the
try-cocks, two of which are found
about the level of the crown sheet,
and two more about six or eight
inches higher, in the steam region.
These should be used regularly to
prevent them becoming useless, for
they may be needed at any time,
in case the glass is broken or
plugged up. An engineer should
be perfectly sure of the height of
the water, for therein lies the safety
of all around. Cold water should
never be placed in a very hot boiler,

or when there is a very low gauge of
water, for by so doing there is a
tendency to cause the flues to leak.

The boiler should be kept as
clean as possible, and there are a
number of ways of accomplishing
this. Get the cleanest water that
is available, and keep the tank well
cleaned out. Bear also in mind,
that the injector is not able to pass
through it all kinds of dirt and
cinders, so keep a good screen on
the end of the hose. For cleaning
out the boiler I do not consider that
any of the compounds are necessary.
The most simple and effective way
is to fill up the boiler with snow
water in the spring, after the danger
of freezing up is past. Allow it to
remain in the boiler until the en-
gine is required in the fall, and then
flush it out and it will be seen that
the scale comes right away. All
that the boiler requires during the
threshing period is to be washed
out with clean water, once a week.
The water should be delivered
from a force pump, and the nozzle
directed at all parts of the boiler.
Never commence to clean the boiler
until it has cooled down.

An engineer should line up quickly
and true, for time means money.
If the engine is running alright, be
satisfied and leave it alone, and
when the monkey-wrench is used
there should be a reason. If it
becomes necessary to stop the en-
gine when there is a hot fire and a
high pressure of steam, close down
the dampers, or, turn on the in-
jector. Never fire going down hill,
for then the crown plate is unpro-
tected, and do not stop descending a
steep incline. Always slack out
the ashes taken from the fire-box,
and it is wisest to close down the
dampers when passing close to
any stacks, so as to prevent any
danger of fire. If it is possible,
run with a straight belt, for it takes
more power to run with a crossed
belt. Power is also often wasted by
driving the blower on the separator
at too high a speed. If the straw
is placed nicely on the stack, that is
sufficient, without blowing it all
over the farm. The engineer should
at all times keep near his engine,
so that he is ready to stop or start
readily, and he should always keep
cool. It is also needful that the
engineer should know, for certain,
that his gauge gives the correct
pressure. It can easily be tested
by taking the whistle from its
connection, and placing thereon a
gauge known to be correct. If
both ganges show the same pressure
it is reasonable to assume that all is
right. The water should be drained
out of all the pipes and hose each
night as soon as the day's work is
done, so as to prevent any danger
of bursting by the frost. When
threshing operations for the fall
are over, the engine should be
thoroughly overhauled and cleaned,
note being taken of any repairs re-
quired, so as to be ready for a
right start the next fall.

HARRY E. WALKER.

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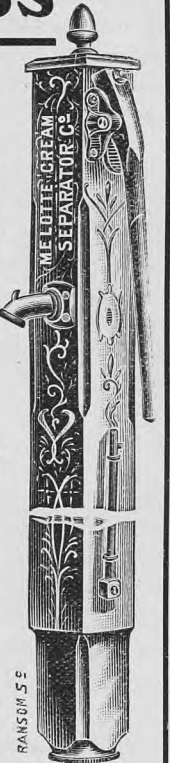
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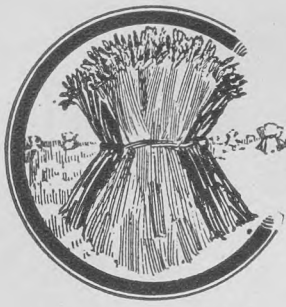
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NO.1 HARD

Winnipeg, Man., Dec. 5, 1908.

SINCE our November issue, values of all grades of wheat have shown remarkable strength in the face of very heavy receipts at primary points. In that issue we tried to cover what we considered the reasons for a high and steady range of values. We are now at what is known as the close of navigation as far as the export of Canadian wheat is concerned by the Inland Lakes. From now until the opening of navigation in the spring, grain will have to move East to tide water, via all-rail route, and this means very much increased cost of transportation. In the face of this, however, we have our wheat for December delivery hanging around the dollar mark with no large increase in stock. Last year at this time, there were about three and a half million bushels of wheat in store Ft. William and Port Arthur, while on December 4th, there is but five million bushels. During the past three months, September, October and November, there were forty-nine thousand cars of grain October and November, there were forty-nine thousand cars of grain inspected past Winnipeg, while for the same period last year, there were twenty-five thousand cars. This means that there has been more than twice the amount of grain exported from Canada during that time than was the case last year. From reports received from the United States it would seem that their wheat is in very strong hands. Stocks there are decreasing, daily receipts from the country are also considerably less than the average, and with foreign countries taking all that is offered, we cannot see anything in the situation which would lead us to expect much lower

prices. The world's shipments are lighter than they were, there being now some twenty-seven million eight - hundred - thousand on passage.

OATS have been down to what has been considered by the trade, about the low levels, that is, they were on an export basis and have been well taken at the prices prevailing. There has been some eight million of these through this market since the first of September, and they have mostly disappeared in so far as the visible supply is concerned. The United States have taken several quantities for local consumption and there is now a cargo en route to Havana. This would seem to point to a lack of supply in this cereal across the line. Oats for May delivery are in a healthy condition, selling around 41c. Feed grains of all kinds are in good demand from Eastern Canada, and should continue to command good values by reason of the admitted short crop of corn in the United States. This is the grain that comes into competition with our Western feed grains in these Eastern Provinces, by reason of the fact that it is admitted free of duty to Canada. It continues to command high values at home in the States, and will therefore not have a depressing influence on the values of our feed grains from the West.

BARLEY is in very poor condition at present, there being practically no demand, and stocks have accumulated up to six-hundred thousand bushels at Ft. William and Port Arthur. With the coming of winter and its consequent slower movement of grain by the R.R.'s., there should be a good demand and high range of values maintained for all grains.

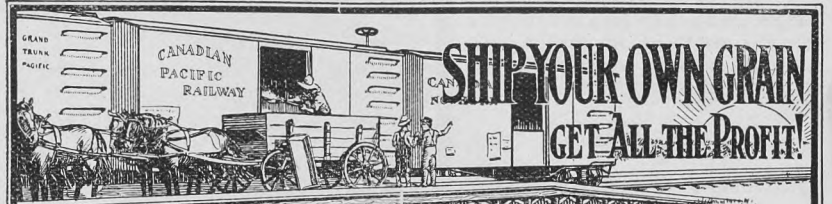
The following are the closing prices for grain in store Ft. William and Port Arthur:—1 Hard \$1.01¼,

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WINNIPEG

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1 Nor. \$1.00 $\frac{1}{4}$, 2 Nor. .97 $\frac{1}{4}$, 3 Nor. .95 $\frac{1}{4}$, No. 4, .90, No. 5, .86 $\frac{1}{2}$, No. 6, .80 $\frac{1}{2}$. Feed, .70. No. 2 C. W. Oats, .36 $\frac{3}{4}$, No. 3 C.W., .34 $\frac{3}{4}$, Ex. No. 1 Feed, .35, No. 1 Feed, .34 $\frac{3}{4}$, No. 2 Feed, .33 $\frac{3}{4}$. No quotations on Barley, No. 1 N.W. Flax, \$1.19, No. 1 Man., \$1.17.

A Watch Fob Free.

Gaar-Scott & Co. are sending to threshermen a handsome watch fob or stick pin. Both are good articles and of value. See their advertisement on page 19 of this issue.

Some Very Good Advice.

I have been a constant reader of your magazine, and as I have taken great pleasure in reading the experience of other threshermen, I thought I would contribute something myself. I think these experiences one of the very best things in your paper, for threshermen. From them the thresherman can pick up a lot of useful information regarding the operating of a traction engine and separator.

I have threshed every fall since 1892, and have run all kinds of machines and done all kinds of work around them. My first job threshing was driving a horse power—not a bad job as long as the weather is not too cold, but in those days we met with some pretty cold weather before we were through threshing. There were only a few machines to do the work and the farms were far apart, which necessitated long moves. The first few years that I threshed, we ran until long after the New Year, and we generally had some left to thresh in the spring.

Threshing is not altogether what you would call fun, yet there is a certain amount of fun in it, especially when there is a lively gang with a little music. A little music goes a long way towards cheering a chap up after a hard day's work.

I threshed with one machine, where we had a violin and an accordion. Just as soon as supper was over you would think you were in some music hall, but for the fact that the white shirt was decidedly lacking. We forgot all about the hard day's work that we had just put in.

It seems to me that at present the hired help get the big end of the deal around a threshing outfit.

Not so very long ago, if an engineer got \$2.00 per day, he considered himself very fortunate, whereas now they will not work for less than \$5.00. I have pitched a great deal harder for \$1.00 per day than men do now who get \$2.50. It is all go-ahead with the hired man, but the boss has a hard road, full of hills and holes, to travel. By the time that the pays \$4,000.00 for his outfit and \$25 per day expenses, it takes a good many bushels to make it.

Then the farmers will kick if a few heads go over into the straw, when the whole amount would not keep a sparrow alive during the winter.

I am not saying that the threshermen are perfect by any means, for there are some threshermen who are a disgrace to the fraternity. They ought not to be allowed to thresh peanuts. It is like sowing good seed among the rocks to allow them to run an outfit.

I find that it always pays to get the best men that are to be had, even though you pay them a little higher wages.

A Little Foolosophy.

If you offer your guide a drink—pour it yourself.

Prairie chickens live and die game.

The man who can hit the bull's-

eye oftenest in camp doesn't always bring in the most game.

Game out of season is sweetest.

The foremost fish gets caught in the snare.

A bed-bug is the poorest kind of a bed-fellow.

Don't make game of the game laws.

Squirrels chatter and old women gossip.

Don't mount the head and show to your friends until you've killed the buck.

Dead men tell no tales—but dead cats have nine to tell.

Get close to nature and become natural.

Bulls never become faithful friends—they are always ready to toss one up.

Birds are signs of spring—whether perched on trees or Easter bonnets.

Remember that your stomach is bigger than your mouth.

If you've got to be a dog—be a bull-dog.

Women and dogs are the only

creatures that remain faithful to death.

Ticks belong to the Burro family.

The judge said "Fine"—but you couldn't see it that way.

A game warden will both rifle your pocket and pocket your rifle.

Many men who go still-fishing are still fishing.

A bird in your pocket is worth two in the game warden's.

A breech-loader isn't necessarily a man who loads his breeches with flasks.

Rapid growth of the finger-nails is a sign of good health.

Without the aid of a magnifying glass, an Australian has written 10,061 words on a postcard.

Oculists declare that one man in five is color blind. This defect is not nearly so common among women, only one in thirty being subject to it.

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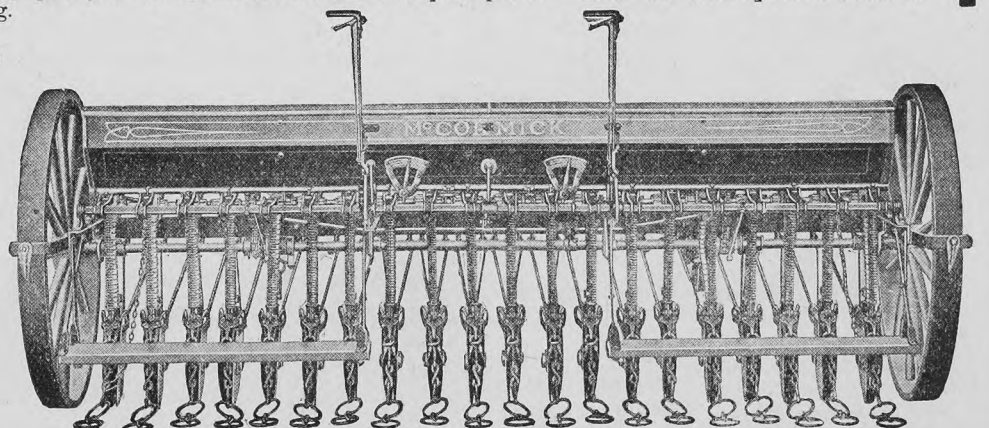
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had a venison steak too?"

The "too" meant in addition to a turkey, a pair of chickens, a boiled ham, a plum pudding, and I don't know how many kinds of cakes and pies that she had planned for our Christmas dinner.

"Well, Nelly, as there's only yourself and the baby and me at dinner, I don't suppose we'd starve without a venison steak," I said, laughing. "But there'll be some fun getting a black tailed deer."

So I took my Winchester late in the forenoon and started for the mountain after kissing my young wife and the baby—our first. If Nelly had asked for an elephant steak, I dare say I'd have tried to get one. She had come out to the far West with me after I had visited home in Ontario, only two years before, and my pride was that she should want for nothing. We had done well from the start, and so we do yet, thanks be to God and steady work in season.

The night before I started up the canyon with my rifle and hunting knife there had been a fall of about six inches of snow. This would make it easy to track game. So I went along in good spirits, struck the foot of the mountain two miles from home and decided to go up an immense gulch straight in front of me.

I soon reached the head of the gulch and the top of the mountain. Then I turned around on the backbone of the mountain and went back nearly in the same direction I had come, only about a thousand feet higher. It

ON the morning before Christmas day ten years ago, when I was living in the Prickly Pear canyon, twenty-five miles northwest of Alta., my wife said to me:

"Charley, would it not be nice if we

was here I sighted my game, a fat doe, on the west side of a backbone, just on the edge of a gulch. This was about 3 o'clock in the afternoon, and the sun was already low.

The doe had not seen me, and I did not mean she should till I could get close enough to make sure of that steak. So I worked over on the east side of the backbone and went along till I got right on top of a slope directly above a great wall of mountain that I had admired on the way up. I was then watching for the doe more than for my steps, and that carelessness nearly finished me. Suddenly my feet slipped, and I went sliding down the sloping mountain side.

I was not more than fairly on my back when I understood what had happened. I had trod on the old drifts of snow which had been melted on the surface by the Chinook winds a few days previously and had then frozen again a hard slope of ice. This was covered by the fresh snow of the night, and so I had not noticed the danger. The fresh snow went with me. I could not hold on by it at all, and I was making a quick trip down. The slope was about 250 feet long. Where it stopped the straight wall began. It was about 400 feet high. I slewed round somehow and went heels first, then head first, flat on my back.

You may suppose I had not time to think much on my way down, but I saw a great deal. I saw Nelly and the baby all alone in the house waiting for me. I saw what I should look like after falling 400 feet on boulders. I saw Nelly's people a thousand miles away and more, and she with the baby in her arms and without \$10 in the bureau drawer, hoping many a day and night for the bundle at the cliff's foot to walk in alive. It was hard to see all that and feel myself sliding to destruction.

As I slewed around a second time and found myself going on my stomach, head first, I saw a stunted pine close ahead. My Winchester was still in my right hand. Somehow I had clutched it by the muzzle. In a flash I threw out my hand,

hoping to fling the gun round the little pine and stop myself, but the hammer of the gun struck the pine, and the charge was fired into me. The bullet plowed through the muscles of my forearm, made a flesh wound in my right side and cut away my cartridge belt.

I had slid about 150 feet when this happened. The shock of the noise and the bullet stunned me, I suppose, for the next thing I knew was that I lay in a clump of small bushes.

The sun had gone down, but there was still a clear afterglow when I came to my full wits, in surprise to find myself alive. For an instant I wondered if I had dropped over the cliff. I tried to rise, but in doing so looked through the bushes.

There was nothing just in front of them. They grew on the cliff's top for about twelve feet wide along its very edge. I had nothing but those frail bushes between me and the boulders far below.

Seeing this, I trembled and crouched down. Then I noticed the blood from my wounded arm. It was dripping to the snow at roots of the bushes, and my movements had already sprinkled many red spots around. I lay a long time in the snow, keeping my right side to the bushes, for I feared that I should go through if I lay uphill and pressed against them with only the breadth of my feet. Then I lifted up my wounded arm, hoping to stop the flow of red. Perhaps the loss of blood had helped to break down my nerves. At any rate, I shuddered and shook and thought I was about to faint. It seemed a great time before I could control



"I threw out my hand."

around. I lay a long time in the snow, keeping my right side to the bushes, for I feared that I should go through if I lay uphill and pressed against them with only the breadth of my feet. Then I lifted up my wounded arm, hoping to stop the flow of red. Perhaps the loss of blood had helped to break down my nerves. At any rate, I shuddered and shook and thought I was about to faint. It seemed a great time before I could control

myself sufficiently to seek for some means of escape. But I did not look down over the cliff. It seemed that one more sight of that abyss would lure me to jump over in despair. I looked up the slope.

The track I had made was as if a very wide broom had swept snow off hard white ice. But I reflected that this was only a thin sheet of ice covering deep snow. I could not break through the slippery crust with hand or foot, but I might cut holes in it with my pocketknife and climb by these.

So I put my hand in my pocket to search for the knife. It was not there. It was not in any of my pockets. I suppose it had slipped



"I began hacking out holes."

out during my head first sliding. For a moment hope went out of me. Then it sprung up fresh. My hunting knife! How could I have forgotten it? I put my hand to the sheath. The sheath was empty!

Now it seemed certain that I must die—so certain that the rav- ing spirit of protest was stilled in my heart. I resigned myself to God. There was nothing to do except go mad or accept my fate, and to accept is to be calm. I think I then had the very feeling with which so many of the dying turn their faces silently to the wall when told that death is near. Evening had now come on.

To the bushes I turned my face, letting my wounded arm, which pained me little, come to the snow. With that movement of resignation my thoughts flew again to my wife and child. It was as if my soul sought communion with them for the end. Then the question as to how I should be found set me again to trouble.

I was lying on a place seldom seen by any hunter on the mountain. If I should remain there my bones would bleach perhaps for years un- found. Only the foxes and the carrion birds would visit them. They might in a season be over- grown by the bushes and hidden forever from mortal eye.

I pictured the agony of my wife waiting in uncertainty. The shock- ing thought that some wicked per- son might persuade her that I had deserted her came into my brain. Would it not be merciful to her to

(Continued on page 74.)



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JUST see that express wagon drawn by four horses all harnessed and everythin'!" exclaimed Tommy in great excitement, with two big black, hungry eyes fairly dancing.

"'N see that great, big dolly baby playing the piano!" cried his sister, clapping her little hands, red with cold.

"Oh—oo—oo!" she continued, "'n a little boy doll and his sister, I guess—see, Tommy, see! All dressed in brown velvet."

Both little pinched faces gladdened at the sight of the great Christmas windows filled with Santa Claus things—big dolls, little dolls, horses, teddy bears, monkeys, kittens, bunnies, and most everything that Santa Claus had.

There was a little white furniture suite for the dolls—with real mirrors and drawers for their clothing.

A great, big elephant as big as a calf, with tusks and a trunk and a splendid red blanket—stood right in the corner.

A real top tool shop for boys, and drums and horns and cars—just trains of cars that would run by themselves and—why you never saw so many toys for boys—all piled up in that Great Window.

"Don't see why Santa Claus couldn't give me one thing," pouted Tommy, as he looked over at a little fur-clad boy who was also looking at the Great Window.

"Seems as if he might have kept them out of sight anyway so we wouldn't have known what nice things he gives rich boys and girls," and a big, hot tear rolled down his cheek and splashed on his worn-out coat.

"Well, I just was the goodes' girl last year as I could be, 'n he didn't bring me nothin' anyway," sobbed his little sister looking at the big doll wistfully as if she would like to hug it.

"I'm goin' to be horrid mean this year," replied Tommy, "cause they ain't no use 'n bein' good when Santa Claus won't notice you anyhow," and the poor boy shifted over on the other leg and looked straight at a box of boy's tools.

Mamie pointed her finger straight at the piano in front of the big doll in the blue silk dress, saying:

"That booful dollie is looking right at me as if she wanted me for a mama—oh, Tommy, I'd be awful, awful kind to her, 'n if I had that

That Man: A Christmas Story

(By PEARL RICHMOND).

little rocking chair I'd rock 'n rock 'n rock her."

And Mamie hit her little thin shoe against the wall to warm her cold toes.

"Say, Sis, I'm goin' to put a sign out on our house this year, an' put in great, big letters: Dear Santa: We live here—don't forget to stop, said Tommy, his face lighting up at the idea.

"Say, that might be just the way to 'tract his 'tention," answered Mamie, "looking very tenderly at

So for that day and for several days, the dollies and animals and trains all belonged to the hungry little newsboy and his frail sister.

One day he could hardly wait till he had sold his papers—so anxious was he to reach the window for another afternoon of pleasure.

He woke up at 2 o'clock mornings to get the extra time in.

Finally on one cold, blowy afternoon, when the icy snow cut the thin little faces, Tommy and the little sister—hand-in-hand—hurried to

his eyes and the children turned sadly and walked slowly down the cold, icy street far out into the cruel night of the heartless city.

That night they went to sleep with heavy hearts.

Christmas held no joys for them.

The mother—tired and sick with ceaseless washing, looked at them in their troubled sleep, and somehow tears gathered in her big sad eyes.

"Oh, if I could only give them one good meal to-morrow—how glad my Christmas would be," she said.

"But I must be thankful—we have shelter and many have not in this busy city."

So saying, she returned to her mending.

"Say, Mame—you awake?" asked Tommy, the next morning, sitting up very wide awake.

"I had the bestest dreams—I dreamed we were at the Great Window playing Christmas again. 'N it was just as true as true could be!" exclaimed the boy, brushing back his heavy hair and rubbing his forehead.

But Mamie lay sound asleep.

Just then he felt something soft at his feet and reaching down he pulled out a Teddy bear.

He could scarcely speak—because right in front of him was the train of cars and the tool-chest and the wagon and horses and drums and books, and why just piles of boys' things—he looked over at his sister, and right beside her was the big dolly baby in blue silk, and dishes and a white lamb and ever so many things—just as they had played at the window.

Dazed and stunned, he crept out on the cold floor, and there were coats and shoes and stockings and dresses and mittens and, oh, so much warm clothing and boxes of fruit, meats, bread, cakes and just piles to eat.

"Oh, oh, oh!" he screamed.

"This dream is so good I never want to wake up!"

Just then the mother wakened, frightened.

"Why, my boy, what's wrong," she asked, half-frightened.

"Oh, I'm only dreaming, I guess," he answered, shaking out some furs.

By this time, the mother was wide awake.

"Why, boy, dear, it is no dream—

The Boy Santa Claus Forgot.

A LITTLE lame boy used to live in a house

That Santa Claus passed by
When he hurried through here on his journey last year,

And I often have wondered why;
For the little lame boy had no father, you know,

And his face was so thin and so white
That the saint, I should think, would have wanted to go
To pay him a visit that night.

When I looked at the gifts that old Santa had brought

I was never so proud or so glad;
But whenever I thought of the boy he forgot

It somehow kept making me sad;
For the little lame boy was a good little boy,

And I couldn't help wondering why;
If the ones that are best deserve more than the rest,
Good Santa Claus passed him by.

I took him some turkey and cookies and toys,

And it made him so glad that he cried,
And all day I kept thinking of lame little boys,

And felt kind of choky inside.
But I dreamed the most beautiful dream that night

About a bright angel that came
And sat on my bed and was dressed all in white
And sang of a boy who was lame.

The little lame boy isn't here any more.

And I guess that up in the sky
The Santa Claus there will always take care

To not go passing him by;
And all of the toys that a boy's ever had,

Wouldn't make me so glad as the thought
That I made the poor little lame boy glad
When Santa, somehow, forgot.
—S. E. KISER, in Sunday Magazine.

a dear little Teddy bear.

"I'm goin' to get up early to-morrow, Mamie, 2 'oclock 'n get my papers sold so's we can come here again," remarked the little boy, leaving the window very sadly.

The next day after his papers were sold, the little newsboy and his tiny sister stood before the window again.

There were the Santa Claus things again just as the day before.

"Say, sis, I guess we'd better come here every day and let's play they're ours—that will be something like havin' them," said the boy—his face kindling with imagination.

the precious Great Window.

But—Santa Claus had been there and had taken everything, and in their places were oranges and nuts and cakes and bananas, and everything good to eat.

Words cannot express how badly they felt because the dear dollie and animals and everything were gone.

"I'll tell you, Tommy, we'll play we are eating all of these good things. Have some candy?" pleaded Mamie, handing him an imaginary piece.

Tommy tried to play, but water seemed to collect in his mouth and

MATCHES OF ALL KINDS



PAPER AND PAPER BAGS

it is true!" she exclaimed, looking about the room. Last night I heard a knock and when I opened the door a man came in loaded with bundles."

"I guess I'm dreaming too, she said, falling over Mamie's little rocking chair.

"Oh, let's never wake up," cried Tommy, hugging a bran-new overcoat.

By this time the little sister woke up, and for a time there was general confusion.

Finally the mother saw a letter on the table and opened it quickly, saying, "That man told me not to open this till morning."

The letter read:

Dear Children:—

A big, big man with pockets full of money, watched you every day in front of the Great Window. He has never spent a happy Christmas in his life, because in his desire to pile up money, he did not believe in Christmas presents.

Without children of his own, he took no interest in other people's children, till one day, in front of the Great Window, he stopped at the sight of a poor, little, shivering boy and girl playing Imaginary Christmas.

He, too, was as eager to reach the Great Window every day, as were the boy and girl—so three played "Imaginary Christmas."

Now, to-day three will play "Real Christmas," and this afternoon at three o'clock be ready with warm clothes on, for he will drive up with horses, bells, and sleigh and take the children and mother out for a ride.

This has been the happiest Christmas he has ever had. With best wishes, from That Man.

And so there was Real Christmas in one little house that day, and

Tommy whispered to his sister, as they were tucked in the fur robes of the big sleigh:

"Say, sis, I'm glad I was good anyway, if I didn't 'spect Santa Claus."

Notice.

Will the girl who received the prize in the November number, please send her address? I have her book ready to send.—COUSIN DORIS.

Girl's Prize Letter.

Dalkeith, Ont., Sept. 13th, 1908.

Dear Cousin Doris,—This is my first letter to your interesting club. Since I have first seen the "Canadian Thresherman," I have always read the letters in your club. My grandfather gets this paper, and also the Winnipeg Free Press. As he lives quite near us, I get to read the letters every month. I wish it would come every week. I am a little girl ten years old, and am in the fourth reader at school. I would like some little girl or boy about my own age, to correspond with me. I live in a little town called Dalkeith. It has four stores, a postoffice, a gasoline engine, a blacksmith shop, a butcher shop, a saw-mill, a Grand Trunk station, a boarding house, a cheese factory, a nice public schoolhouse, a flour and feed store, a harness shop, and a great many dwelling houses.

We are getting an iron bridge here, over the DeGrasse River. We used to have a water tank here, but it got burnt down last spring, and so did not build a new one yet. I live in a brick house and there are three other brick houses along side of it. It is the second house from the station. I have two brothers and three sisters. One of my sisters wears glasses since she was three years of age and she cannot do without them.

My father keeps a pig, a horse, a cow, some hens, and we have a garden and a few potatoes. We have enough to do us

through part of the winter. I would like to see your picture in the paper, seeing we live so far away from you. We have no church here, but are thinking of getting one. We have Sunday School in our schoolhouse every Sunday afternoon, and all like going. We have one teacher in our school. She is a Miss MacLeod. I like reading books very much and would like to get one as a prize, if my letter is alright.

I will close, wishing your club all success. I remain your cousin,

CHRISTENA MACINTOSH.

Dalkeith, Ont., care of R.D.

Dear Cousin Doris,—As I have written twice to your valuable paper and have been fortunate enough to have both my letters printed, so I am going to try again.

Most of the people around here are finished cutting their grain, and a few have started to thresh. We are going to start to-morrow. My mother, my brother and myself are the only ones left at home in threshing time. We have all the work to do.

We have nine horses, twenty-one cattle and three pigs and some hens, we have eight geese and five ducks, the ducks belong to my youngest brother. We had a garden at school but the land was not good, and what things came up the gophers ate in holidays. Some time ago, Cousin Doris asked for a name for the club. I think the Poplar Leaf or Partridge Club, as Bessie McDonald suggests, would be alright.

Well, mother is away and it is time I was getting tea, so I will close. Wishing your paper every success, I am. Your cousin,

Elkhorn, Man. MARGARET HALLIDAY.

Sedley, Sask.

Dear Cousin Doris,—As I have never seen a letter from Sedley, Sask., in the "Canadian Thresherman and Farmer," I will write one. We all enjoy reading the "Canadian Thresherman and Farmer," and await its coming every month with great pleasure.

I am fourteen years old. My brother and I attend school every day. I have five brothers and two sisters. We live on a farm four miles north of Sedley,

We own a Gaar-Scott threshing outfit. My eldest brother runs the engine. He passed his examination last winter, and got a third-class certificate. I was firing our engine last fall. It is easy to fire on a Gaar-Scott engine.

I must close, hoping this letter interested you, I remain as ever. Your faithful reader,

JOHN MILDENBERGER.

Dear cousin Doris,—I will write a little letter to you as I have much pleasure in reading the boys and girls printed letters. My brother takes the "Canadian Thresherman and Farmer" and I enjoy reading it very much.

We have a section and a half of land which lies four and a half miles north of our railway station, but we have plowed only the half of it yet. Autumn is near and winter will soon be here, and I will perhaps visit school again, for it will not do me any damage if I do so.

I think I will close now hoping to see my letter in print. Your dear cousin,

ANDREW MILDENBERGER.

Sedley, Sask.

Boy's Prize Letters.

Dear Cousin Doris,—This is my first letter to "The Canadian Thresherman and Farmer," and I hope to see it in print.

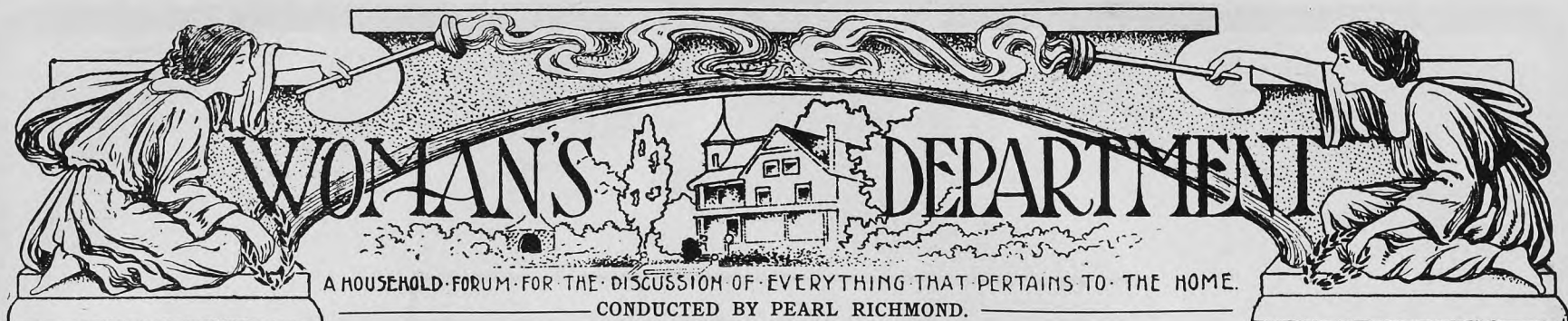
I live on a farm eight miles southeast of Minto, a little village in southern Manitoba. Farming is the principal industry around here. Our farm consists of three-quarter sections. We have thirty-five head of cattle, thirteen head of horses. We have one dog named Tiny. She is a good dog for eating and going to town. How many of the boy members like stooking, I do. I am going to try for my entrance next June. Arithmetic and geography are my principal studies. Our school is named Harmony. My favorite sports are skating and shooting. I have a gun and did quite a lot of shooting last spring and last fall. I like reading very much, my favorite authors are Henty, Ballantyne and Alger. I would like to correspond with any of the boy members, who are going to be engineers as I am going to be one. As this letter is getting long I will close.

WILLIAM HALL,

Minto, Man.

FIBREWARE

WOODENWARE



ON a bright, warm, sunny morning, in the land of the flowery South, where sweet-warbling birds herald the birth of yule-tide, a busy young housewife hurried about the kitchen in her preparations for the big family dinner.

One would know she was new at the work from the anxious, troubled expression on her smooth, young face. The muscles about her mouth twitched nervously as she rolled out piecrust and filled the tins with rich, carefully-prepared mince-meat.

Presently the clock struck nine, and she quickly opened the oven door for the pies. Then with a bewildering countenance she looked out of the window half fearful lest her guests should arrive at this early hour.

After several more unnecessary movements she looked in the oven to see if her pies were cooked.

Poor, sensitive little housewife! How many like her have dreaded the first Christmas dinner when her husband's relatives were invited for the first time to test the new home-keeper's cooking.

Of course Jack thought her cooking perfect. He often told her that it was even better than his mother's dishes, which compliments the young wife appreciated—but Jack's relatives were more critical than he was, especially since they had chosen for him a more practical and popular girl of the neighborhood.

Jack, however, told them he was capable of choosing his own wife—that he was not getting one for the work she could do—if he wanted something to work he would buy a horse.

Aunt Jane—a sour, stiff-necked body—shook her head sadly at the mention of Jack's wife, while her husband, with cruel humor told his wife that their nephew had chosen a companion with a sweet disposition at any rate.

Miss Kate, the tall thin cousin, who thought it was just heaven being single, said Jack's wife would make his life miserable, and her sister, whose bloated features sug-

The Mysterious Bundle

A Christmas Story

(By PEARL RICHMOND).

gested indolence, said Jack would rue the day he chose a girl who had never worked.

Meanwhile, Jack and his heart's choice lived sweetly, peaceable.

It was because of her great love for her husband that the little wife suggested a family dinner on Christmas, for his relatives. He immediately fell in with the plan because he wanted his people to see how splendidly she could cook and entertain.

Accordingly, the invitations were sent out in the form of cordial, neat

presents that he would eat the best cooked Christmas dinner that had ever been prepared in the Adams' family, whereupon the shocked mother settled suddenly into the nearest chair with a pensive suggestion of murder in the first degree.

For some reason, the men members of the important Adams' family, all looked forward with pleasure to the coming Christmas dinner. Was it because they are less prone to criticize people?

But to return to the little wife,

He seemed pained, however, to see the little woman so troubled, and asked the cause. She evaded his question and went on placing the dainty dishes on the long extended table.

Presently the dog barked, and Aunt Jane, with head up in air, stepped down from the high box of the family buggy, and greeted her niece with "Merry Christmas," that seemed to come from the North Pole.

As they walked up the path, the visitor's sharp eye noticed a strange something at the side of the woodshed. Whatever it was seemed to be covered over with chips. She tossed her head and looked sour at her new niece.

Just then, Miss Kate came up behind them and she also cast a curious glance at the mysterious object. Her fat sister wobbled by her side—too lazy to be inquisitive about the questionable bundle near the shed.

As the young hostess ushered her guests into the "spare bedroom" to take off their wraps, she looked out of the window to see if others were coming when—horror of horrors! There was Aunt Lizzie actually stepping away from the path towards the object by the woodshed.

The little woman's heart sent a thrill of terror through her body as she turned breathlessly to the women and tried to be hospitable.

Aunt Jane looked out of the corners of her squinting eyes as she folded her silk cape carefully and put it on the dresser. Then taking off her bonnet, she asked if she might put it in a band box so the dust would not get on it.

Miss Kate, at the same time, brushed a place off of the commode and put her wraps on "said place." Aunt Lizzie, too, ever mindful of possible dirt, stooped to blow a place on the floor for her rubbers.

During this time the little housewife's spirits dropped below zero, and Aunt Lizzie's daughter looked about the spotless room admiring

Christmas Cheer.

By ALICE PHILLIPS ALDRICH.

OVER the star-lit country
Came a note of Christmas cheer;
The angels had sung o'er Bethlehem—
God's Christmas Gift was here.

O'er the seas and the mountain tops,
Yea, to each remotest sphere,
Rang the glad refrain of that angel song
Bearing God's peace and cheer.

Now o'er the plains and cities
Are the sounds of childish glee,
While old folks gather with the young
Around the Christmas tree.

We echo the song of the angels
And wish you all, far and near,
A bright and happy Christmas-tide
With wealth of Christmas cheer.

little notes and each relative, save the big-hearted uncles, sniffed at the invitation, and the prospective Christmas dinner was the entire subject for the family gossip for several days.

Aunt Lizzie, with a sickly grin, said she presumed the sage would be left out of the dressing, and her saucy daughter replied sharply, that "dressing without sage would taste good for a change." And Aunt Lizzie's son, whose mouth had such a wicked twist to it, told his mother he'd wager his Christmas

busy as busy could be, to make her husband's family happy on this particular Christmas day. It is a blessing that we do not hear what "they say" behind our backs, else the people whom we class with "they say" would be robbed of much pleasure, for they who are the subject of their criticism might do less for them.

Jack gave his wife an appreciative kiss as he saw the neat pantry shelves loaded with good Christmas pies, cakes, cookies, and all sorts of tempting dishes.

Christmas Only Comes Once A Year—BUT

Meal-time comes three times every day, and your husband and the youngsters want the best you can give them in bread and biscuits on those occasions. To get the best results in your cooking you have to use

PURITY FLOUR—It Makes More Bread and Better Bread

the excellent taste that suggested its daintiness.

As the guests gathered in the little parlor, the little woman excused herself to attend to the dinner—her sweet face saddened by the cruel insinuations of Jack's family. Tremblingly she opened the oven door to test the turkey, and burned her arm as she closed the door.

The steam scalded her wrist as she reached over the teakettle to try the potatoes. Then she remembered that she had forgotten the napkins and must go through the parlor in order to get to the linen chest.

Upon opening the parlor door she was stunned by a deathly silence. Everyone in the room seemed to her like statues—they were so stiff and still.

Poor little woman! She could not say a word so she took the napkins and passed out.

"You see," began Aunt Jane, pointing her finger at the closed door—she looks guilty of something.

Did you notice her hands tremble as she held the napkins?

"Yes," replied Miss Kate, "her face is as pale as a sheet and her eyes seem to look down shamefully. I know there is something she has done that is wrong," and Miss Kate went on crocheting her tidy with a vengeance.

"Well, I went right over to that mysterious bundle and touched it with my finger and I jumped as if I had been shot. Why, women, the thing was alive," said Aunt Lizzie, leaning back and rocking vigorously.

"Like as not she has buried one of Jack's pigs there. It would be just like her if it bothered her flower beds" Miss Kate remarked, smoothing back her thin, straight hair.

"Oh, Ma, and Kate, you are too hard on Bessie. She has probably hidden some Christmas presents there that she did not want us to find," Lizzie's daughter optimistically said, as she looked up from some photographs she was examining.

"Deed they're no Christmas presents for us," sneered Aunt Jane.

"She's spent all of her Christmas money on her people."

At this remark, the women acquiesced in unison.

"It might be she has a flower bed covered up with shingles. She spends so much money on flowers that she probably has some very expensive plants and is ashamed for us to know of her extravagance," she continued heartlessly, as she squinted at a picture on the wall.

"Let's pretend we want to see the chickens and go and see what it actually is," urged Miss Kate, laying up her work.

At this request, they all rose, except Aunt Lizzie's daughter, and went out towards the chicken yard.

But they all found the way back

by way of the mystery near the woodshed.

Meanwhile Aunt Lizzie's daughter went out into the kitchen and putting her arms around Bessie, the worried little cook, she kissed her, saying:

"You're a jewel of a housekeeper, Bess, your home is just the sweetest, loveliest place in the whole neighborhood."

It was this remark that toned Bessie up to put the finishing touches on the dinner.

Aunt Jane, Miss Kate and Aunt Lizzie stood by the mystery place, terrified.

Not one would go near it. They were pale with fright. The thing was twice the size it was when they first saw it and it actually breathed. Patches of smooth, white skin showed through the shingles. They armed themselves with ash-rakes, hoes and other ordinary unpatented implements, but even with these they were afraid to touch it.

Aunt Jane squinted more squinty, Aunt Lizzie sniffed sniffer, and Miss Kate stiffened "stiffer" as they turned half frightened towards the house.

Each woman thought till her brain went stale and still the mystery could not be solved.

The announcement of dinner, from the tired, trembling wife, turned the subject of discussion among the women for the time.

The good-natured uncles, however, encouraged Bessie, so that she was able to keep up.

But the moment she looked at the women, she felt a sudden sinking of the stomach.

"Please pass the—oh!" and Aunt Jane stopped suddenly.

"What do you want?" asked her husband, rather discourteously, for he did not approve of his wife's actions on this particular Christmas day.

"Never mind, it isn't on the table," replied his wife, winking at Miss Kate.

Bessie's face reddened as she nervously cut the piece of turkey on her plate.

Aunt Lizzie left the dressing untouched on her plate, and Miss Kate left her plate still loaded with the good things that Jack had put on.

To tell the truth, she was somewhat superstitious, and the impenetrable mystery bothered her.

At the end of the meal, Jack brought in a box filled with dainty, little Christmas remembrances for every one at the table, each one of which Bessie had made with her own hands.

"This work bag is very useful," said Aunt Jane, coldly turning it over and squinting at the bottom to see if she could find the price mark.

Miss Kate placed her embroidered handkerchief case by the side of her plate, and with the corners of her mouth turned downwards stiffly thanked the giver.

Aunt Lizzie opened out her



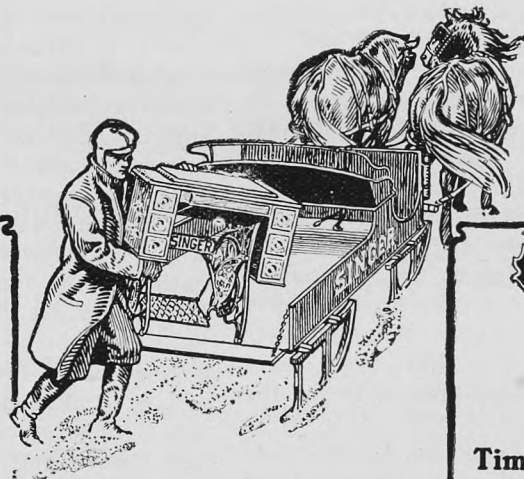
Turn the Shoe Over

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Have a
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Picture the warm welcome that will meet such a gift—the welcome from wife or mother, daughter, sister or sweetheart!

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Give her a Singer
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pretty white apron, saying it was something she seldom wore.

But the men warmed to enthusiasm, and they with Aunt Lizzie's daughter, showered the little hostess with praises.

"By the way," exclaimed Aunt Lizzie, I think you men should examine a certain mysterious bundle near the woodshed," and she sat back triumphantly, while the other women watched Bessie keenly.

At this remark, Bessie turned white and red and moved about as if she were to be accused soon of a terrible crime.

Jack looked puzzled.

The women winked at each other, and sat up bravely as if they were about to reap the glories of solving a great covered secret.

Poor little housewife!

Her terrible trouble would soon be discovered.

She staggered away from the table.

The trials of the day had reached the climax.

She almost fainted as the guests all filed out towards the unknown something so cautiously concealed.

Aunt Jane—brave because of the presence of the men—carefully reached down and touched the thing under the chips, but jumped back as if she had been burned.

Then Aunt Lizzie—a little braver—brushed off a few chips from its back. When she saw the smooth, white skin—she screamed. Miss Kate, ready to faint, leaned against the fence. Thereupon great-hearted Uncle Tom, with eyebrows striking a humorous angle—stooped down and uncovered the object carefully, and there before all eyes were three beautiful, neat loaves of white bread just ready for the oven.

Bessie's Christmas bread would not rise, so she had hidden it there and carefully covered it over with chips, thinking of course, no one would find it.

The warm sun, however, had conquered the stubborn spirit, and the bread had risen beyond all proportions.

What Some Have Said About Gifts.

"To the noble mind
Rich gifts wax poor when
Givers prove unkind." —Shakespeare.

"Great is the influence of a gift."
"They are the noblest benefits, and sink
Deepest in man, of which when he doth
think,
The memory delights him more from
whom,
That what he hath received."
—Johnson.

"Those gifts are the most acceptable,
Which the giver has made precious."
"I never cast a flower away,
A gift of one who cared for me.
A flower—a faded flower,
But it was done reluctantly."
—Loudon.

A rose from thee, dear love, is more than
rose;
It is a portion of thy loving thoughts
Made over to my keeping, which I guard
And cherish as of thee a part. Thy
touch
Hath glorified it, and thy kisses given
An added fragrance to its petals sweet.

CHRISTMAS SUGGESTIONS.

A Christmas Fund Box.

DID any of you ever try keeping a "Christmas Fund Box" the whole year? Into it put any stray nickel saved in any especial way, also every penny you receive in change. You have no idea how the pennies count up in a year. Buy your materials through the year at the bargain sales, remnant counter, etc. You will save a considerable amount, and will not notice the outlay of money as when having to make all your purchases at Christmas time. Begin planning and gift-making early, and make as many gifts as possible yourself. You will find that thus the financial side will not cause so much worry as usual. For my mother I am crocheting a sewing machine cover and a pretty tea-jacket; for my brother (seventeen), an interesting book and a necktie box, with cover padded, to form a cushion for stick pins; for my older brother (a minister), a religious book and a collar box with a pocket on one side with a flap that hooks down, for collar buttons; for my sister-in-law that I've never seen, my most flattering photo in a hand-embroidered frame, also a handkerchief with pretty, crocheted edge for my auntie, who is still in the twenties, a dainty white ruffled, heart-shaped apron with lace edging, beading, and baby ribbon; for another auntie, fond of fancy work, an apron made double, with deep pockets for the accommodation of the fancywork. Among other gifts are hand hemstitched linen handkerchiefs with crocheted edging, sleeve holders and garters of fancy ruffled elastic, with ribbon run through crocheted rings to adjust them; centerpieces with linen centers and crocheted edges; pin-cushions made of a five cent doll with legs removed, skirt gathered under her and skirt and sleeves stuffed.

For the two little nephews (five and seven) there are toys galore at the five and ten cent store. For the two-year-old a brightly lithographed tin cup, saucer, plate, and a knife, fork and spoon at the self-same store will make his majesty feel big; for the baby a crocheted hood and jacket; for grandma a crocheted scarf; for husband, some useful article he wants, but doesn't feel he can spare the money for, as the principal gift. For our own home-folks many more gifts will be added as the time draws near. A clipping cook book would be much appreciated by a housekeeper friend, or a dainty booklet of bristol board with a spray of flowers and quaintly lettered title painted across the cover, containing some of your choicest recipes neatly written; a pretty cushion filled with pine needles or milkweed, if one lives in the country; ribbon book-marks with ends fringed, and sprays of forget-me-nots embroidered on.

In a paper I saw a whole page devoted to apron patterns, recently—everything from jumper and kitchen aprons of new design, to dainty, frilly, odd-shaped little aprons for afternoon, and I am going to make several for girl friends and relatives.

Match scratchers can be made from pretty calendars. Take off the calendar and put a piece of sand-paper in its place. Any pretty picture can be utilized. They may be hung with baby ribbon. Old silk waists can be made into sofa cushions. A biscuit pillow is very pretty made of these. Pretty collars can be made of fish-net; these are made double, and trimmed with three bands of four cent ribbon. The top band is five inches, the next three inches, and the last one inch long. Fasten to the collar with French knots, and put tiny rosettes at the ends of the ribbon. Make three small rosettes same as the others, and fasten together with French knots and attach to front of collar. A postal card hand-bag can be made by taking nine leather post cards, four for a side; stitch these together lengthwise, insert one card in middle of the bag about two inches from bottom, so that it will just cat-stitch across twice. The two inches of leather and the postal card that was stitched in the bottom are to be cut into fine fringe. Punch top of bag about one inch from edge with fourteen small holes, through which run a shoe-string or dark brown cord for a handle.

Shaving Towels.

Many people complain of not knowing what presents to make for the men of the family at Christmas or birthdays. I had the same trouble until I made shaving towels. They are made of the softest bird's-eye linen, which I purchase at any large linen store, selecting that with a pattern in it. This I cut a yard long and hemstitch in each end a hem an inch and a half wide. Then I embroider, either in one corner, or the middle of one end of the towel, a monogram an inch and a half above the hem. I have made several of these towels and shall probably make several more, as both my husband and father will use no other towel after shaving.

A Straw Vase.

A kitchen convenience is the "straw vase" for cake-testers. We all know the cook's preference for a broom corn for this purpose, and here she has them ready to her hand without the necessity of breaking one out of the broom or whisk each time it is needed. The cardboard foundation is covered with brown linen. On it is lettered:

"Please try a straw for testing cake."

A small glass tube (they are sold

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THE KIND
THAT PLEASES
THE PEOPLE

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in the department stores for hat-pin holders) is held to the board by bands of black embroidery silk. A bunch of straws from a whisk-broom is put in this tube, and should be kept replenished.

A bag containing dust-cloths made of cheese-cloth, neatly hemmed, makes an acceptable present. It may be planned for a certain room, by matching the color of the room's furnishing.

Christmas Work for Children.

Cut some colored papers into strips five inches long and half an inch wide, or buy the paper manufactured for this purpose, which offers a large variety of colors and would doubtless be more satisfactory. The strips come twenty inches long and can be cut into five-inch lengths.

Put a little paste on one end of a strip and paste the other end on top of this, making a ring like a napkin ring. Pass the end of another strip through the ring and paste as before. Thus you make a chain. Be sure, each time, to pass the strip through the preceding link before pasting.

To make paper lanterns, take a four or five-inch square of colored paper and fold two edges together, with the white side out, if it is glazed on one side only. This forms a rectangle. Three-quarters of an inch from the open edge draw a parallel line. Between this line and the closed edge formed by the folding, draw perpendicular lines half an inch apart. With scissors cut along the perpendicular lines, stopping at the parallel line. Open and turn the paper colored side out. Put a bit of paste on the white side of the upper right-hand corner. Paste it on to the colored side of the upper left-hand corner. In the same manner paste the lower right-hand corner on to the lower left-hand corner.

To hang the lantern up, paste a narrow strip of paper over the top for a handle. These lanterns are very bright, hanging from the twigs of the Christmas tree.

Still another decoration is made by stringing straws, colored or white, alternately with small squares or circles of colored paper.

To make a cookbook, take a colored sheet of rice paper or very thin cardboard. Fold a sheet ten inches long by five inches wide with the five-inch edges together. The front cover can be very prettily decorated with pictures cut from wallpaper, or in other ways that the child himself may suggest. Put in the book blank sheets of paper, and tie with bright worsted or ribbon.

There are now 10,000 Jews in Palestine.

There are 64 blind persons in every million of the world's population.



Special Christmas Sale of Slightly Used Pianos

- ¶ Every piano described in this list is worthy of a place in your home.
- ¶ Every one is in fine order, having been overhauled by our expert workmen.
- ¶ Most of them are so nearly new that nothing but tuning and polishing was necessary. The others have been thoroughly overhauled, and to-day every one is as good as when new.
- ¶ Every one is guaranteed for five years, and will be shipped on approval. We pay the return freight if not satisfactory.
- ¶ Every one is under-priced and a bargain. Better order to-day to secure the instrument of your choice. Better still, send your second and third choices also, in case the first should be sold before your order is received.

TERMS OF SALE.

Pianos under \$250..... \$10 cash and \$6 per month.

Pianos over \$250..... \$15 cash and \$7 per month.

A discount of 10 per cent. for cash. A handsome stool accompanies each piano.

If monthly payments are not convenient, quarterly, half-yearly, or other convenient payments may be arranged. Write us. We wish to suit your convenience.

GREAT UNION—A 7½ octave upright piano, by the Great Union Piano Co., New York, in ebonized case, with plain polished panels. Case is of simple though attractive design. This piano has been thoroughly re-constructed, and is a nice-toned instrument. Sale price..... **\$185**

MENDELSSOHN—A very attractive small-sized upright piano, by the Mendelssohn Co., Toronto, in double veneered mahogany case, with plain panels. Has trichord overstrung scale, 3 pedals, practice muffler, 7 octaves. Has been used less than a year. Manufacturer's price, \$275. Sale price..... **\$198**

EMPRESS—A Cabinet Grand upright piano, in walnut case with full length panels and music desk, 3 pedals, muffler, etc. This very attractive sweet tone piano is of a style made specially for us, and sold under our registered name and guarantee. We have sold many duplicates of this piano, and in every case satisfaction has been given. Has been used less than 18 months and cannot be told from new. Sale price..... **\$205**

BEHR BROS.—A Cabinet Grand upright piano, by Behr Bros., New York. This exceedingly fine piano is one that, though it has had quite a few years' use, the sterling workmanship that its makers are noted for has provided a foundation that our experts like to work upon in its re-construction, and the piano is again as good as new. Special sale price..... **\$228**

PRINCE—A very handsome Cabinet Grand piano, by the Prince Co., Toronto, in burl walnut case with full length carved panels and music desk, full iron frame, 3 pedals, ivory and ebony keys, etc. Cannot be told from new. Special sale price..... **\$238**

MENDELSSOHN—A 7½ octave upright piano, by the Mendelssohn Piano Co., in dark mahogany case of attractive design, with full length music desk and carved panels. Has double folding fall board, 3 pedals, ivory and ebony keys, practice muffler. Has been used less than 18 months and cannot be told from new. Special sale price..... **\$243**

WINTER—A very attractive Cabinet Grand upright piano. Is in handsome walnut case, with full length plain panels and music desk. Is a piano of particularly solid construction and exceptional wearing qualities. Stands unusually well in tune. Has been re-polished, action re-adjusted, etc. Cannot be told from new. Original price, \$425. Sale price..... **\$253**

GERHARD HEINTZMAN—A 7½ octave Gerhard Heintzman piano, of medium size, in walnut case, full length music desk, carved panels, trichord scale, ivory and ebony keys, etc. Is in as good order as when it was new. Sale price..... **\$257**

McMILLAN—A 7½ octave Cabinet Grand piano, made by us in our factory at Kingston, a little less than six months ago. It is in handsome figured walnut case, double veneered throughout, full length panels and music desk, Boston fall board, 3 pedals and dulciphone or muffler stop. Is a sweet, mellow-toned piano. Cannot be told from new. Sale price..... **\$258**

GERHARD HEINTZMAN—A 7½ octave Boudoir Grand upright Gerhard Heintzman piano, in walnut case of attractive design, full length carved panels and music desk, 3 pedals, ivory and ebony keys, etc. Is just like new. Sale price..... **\$273**

NORDHEIMER—A Cabinet Grand upright piano, by the Nordheimer Co., in rich mahogany case with plain polished panels, Boston fall board, 3 pedals, ivory and ebony keys, etc. This piano is of attractive design, and both in tone and appearance is just like new. Special sale price..... **\$283**

MASON & RISCH—A handsome Cabinet Grand upright Mason & Risch piano, in beautiful crotch mahogany case of artistic Colonial design, has Boston fall board, 3 pedals, ivory and ebony keys, is in first-class order. Cannot be told from new. Manufacturer's price, \$550. Special sale price..... **\$288**

GOURLAY—A Cabinet Grand upright piano, of our own make, Empress design, in attractive walnut case, full length plain panels and music desk, Boston fall board, 3 pedals, etc. This piano has had 15 months' use, and has been in no way impaired either in tone, touch or appearance. Will be as much of an ornament in the home and a source of perpetual pleasure to musicians as though its price were double the present figure. Special sale price..... **\$305**

GOURLAY—A new design Louis XV. Gourlay piano, one of the most popular, if not the most popular style that we have ever sold, in rich mahogany case, full length panels and music desk. Has been used less than a year and is in every way as good as new. In quality, it is the very highest, for Gourlay pianos are all of one quality—the best. Special sale price..... **\$318**

GOURLAY—A new Grand Scale Gourlay, in beautiful case of richly-figured walnut. Is of ornate Colonial design, and is built on the "grand" principle of construction, producing a sympathetic richness and fullness of tone that has found favor with musicians in all parts of Canada. Special sale price..... **\$325**

GOURLAY, WINTER & LEEMING

—188 YONGE STREET, TORONTO—



Recipes.

What I call a real Christmas cake is a very rich fruit cake, yes, quite like wedding-cake. This again is a notion borrowed from our English friends. Have you ever been served by an English-woman to a slice of her Christmas cake? My recipe does not vary much from hers.

Cream half a pound of butter, and add gradually, while beating constantly, half a pound of sugar. Separate the yolks from the whites of six eggs; beat the yolks until thick and lemon-colored, the whites until stiff and dry, and add to the first mixture. Add half a pound of flour (excepting three tablespoonfuls, which should be reserved to dredge the fruit), mixed and sifted with half a teaspoonful each of nutmeg, allspice and mace, and one-fourth of a teaspoonful of clove; then add two tablespoonfuls of brandy and one tablespoonful of lemon-juice. Add one and one-half pounds of raisins, seeded and cut in pieces, half a pound of currants, half a pound of citron, thinly sliced and cut in strips, and half a pound of figs, finely chopped and dredged with reserved flour. Beat thoroughly and put into a buttered angel-cake pan, dredged with flour; cover with buttered paper, steam three hours, and bake one and one-half hours in a slow oven, or bake four hours in a very slow oven. Remove from the pan and cover with ornamental frosting.

HINT FOR YOUR CHRISTMAS TURKEY.

If you would have your turkey moist and tender make a stiff dough of flour and water and roll it out on the mixing board. After the turkey is dressed and in the pan rub butter over the fowl and then put this coat of dough over the turkey. When the dough is browned crisp the turkey is ready to eat. Remove the coat before you take the fowl to the table and you will find your turkey nicely browned, juicy and tender. I roast chickens the same way.—Editor of the Womans' Department.

APPLE CAKE.—Stew two pounds of cooking apples with a little cinnamon and sugar, using as little water as possible. Put one-fourth pound of bread crumbs in a tin in which a little lard or dripping has been melted, and let them brown lightly in the oven. Take an ordinary cake tin and grease it, then line the bottom and sides with a thick layer of the crumbs. Next put in a layer of apple, then of crumbs, and so on until the tin is full. Bake in a quick oven about half an hour, and when quite cold turn out and serve with whipped cream poured over the cake. This is always eaten at Christmas in Denmark, and is called 'peasant girl with a veil on.'

EGGS IN POTATO NESTS.—Potatoes, Eggs, Butter, Salt and Pepper.—How many eggs shall be used will depend upon the size of your family and the members' appetites. At least one potato of fair size should be allowed for each person. When the potatoes have been boiled, mash them and shake in all the salt you dare. As soon as the potatoes have become cool enough to handle, take up a spoonful and form into a ball. The hands may be used in shaping it and making it firm. With the bowl of the spoon make a depression in each ball, to resemble a bird's nest. Put all the balls in a buttered baking-pan or a pie-plate, and set away. In the morning slip them into the oven and as soon as they get hot break an egg into each nest, and season with salt, pepper and butter. Put back into the oven long enough to cook the eggs. Remember that if you put the eggs on cold potatoes the under part will not get cooked.

"THE DELICATE DAINTY OF THE WEST."—Take one-half pint of cream beaten to a stiff froth and flavor with lemon or vanilla; pour it over a ten-cent box of marshmallows which have been cut into small pieces with the scissors, sprinkle grated nuts or chocolate over the top, and serve cold from the ice. This makes enough for seven sherbet glasses.

WHEN BAKING CAKE.—When baking a loaf cake, place the cake on the bottom or lower grate of the oven, and on the grate above place a large shallow pan containing an inch of water (hot if the oven is just right, and cold if too hot). Your cake will never burn, will bake evenly

and without a thick, hard crust, and will never fall from too rapid baking.

FRIED TURNIPS.—Here is a turnip recipe which has found favor in our family. Peel the turnips, cut in inch cubes, boil until tender, drain and fry in butter until a golden brown on all sides.

MACARONI WITH MINCED MEAT.—Boil in salted water half a pound of macaroni broken into two-inch bits. When it is tender, put it in a colander to drain. When well drained, add to it two cupfuls of minced meat—chicken is best. Cover and set away where it will keep cool. Then make the following sauce:—Brown together two tablespoonfuls of butter, a small onion chopped fine, a bit of garlic (if liked); add two tablespoonfuls of beef extract and four chopped mushrooms, and let simmer for five minutes. Put this away also, covered, and, when you wish to use the macaroni and meat, pour this over it and heat thoroughly. This makes enough for five people, and is nice for a luncheon dish.

APPLE JOHN.—Place stewed apples sweetened and seasoned into buttered pudding dish. Cover with shortcake dough and bake in hot oven 20 to 30 minutes. Other fruit may be used if desired.

Christmas Candies.

BUTTER SCOTCH.—Three cups molasses, one and one-half cup water, one and one-half cup sugar, one-half cup butter. Boil till it hardens in cold water.

CREAM CANDY.—One pound white sugar, one-fourth cup vinegar, one tumbler water, vanilla. Boil one-half hour and pull.

CHOCOLATE CARAMELS.—One cup grated chocolate, two cups brown sugar, one cup molasses, one cup milk or cream, butter the size of an egg. Boil until thick, almost brittle, stirring constantly. Turn it on to butter plates and when it begins to stiffen mark it into small squares so that it will break easily when cold. Add one tablespoonful of vanilla.

FUDGES.—Three cups sugar, one cup milk or cream, one-third cup butter, two squares chocolate. Cook fifteen minutes. Pour into pan and let cool. When cool stir until candy begins to set.

BITTER SWEETS.—Make white fudges without butter and put on a coating of clear, bitter chocolate.

CARAMELS (Chocolate).—Take four cups of brown sugar, two cups New Orleans molasses, one-half cup of milk, two cups Baker's chocolate (grated), and butter the size of an egg; stir all together, and boil slowly over a slow fire until it cracks in water (the "soft crack" degree); add vanilla flavor and turn it about one-half inch deep, into large, flat, well-greased tins; when nearly cold, mark it deeply into squares with a greased knife. Break apart when cold, and wrap in waxed paper.

MAPLE CARAMELS.—Take four cups granulated sugar, one cup crushed maple sugar, one cup sweet cream; bring to a boil and add one tablespoon of butter and a pinch of cream tartar; cook slowly, with constant stirring, to the "soft crack" degree, and finish as directed for chocolate caramels.

NUT CARAMELS.—Make the same as chocolate caramels and when it is cooked (to the "crack" degree) stir in about one pound of nuts, chopped fine; use walnuts, or walnuts and almonds mixed; then finish as with the chocolate caramels.

VANILLA CARAMELS.—Cream two table-spoons of butter, and work in one cup brown sugar; then mix in one cup cream and one cup New Orleans molasses, and treat as directed for chocolate caramels, flavoring with one teaspoon of vanilla just before pouring out to cool.

This can be made into strawberry caramel by flavoring with strawberry instead of vanilla, and working in a little red coloring.

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60893 Lettuce Fork	3.50
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MAIN AND BANNATYNE — WINNIPEG

Cranberry Dishes.

No other fruit contains the same acid as cranberry. This salicylic acid acts upon brass, tin or iron when brought in contact with it, and for this reason it is advisable to cook the berries in earthen or porcelain-lined vessels, agate or granite ware.

As soon as the cranberries are cooked turn them immediately into the mold. Never allow any article of food containing cooked cranberries to stand in anything but glass or stoneware. The best cranberries are inexpensive, yet they adapt themselves to various styles of dishes that may be surprising to the housewife who has never tried to use them in any other way than in jelly and in sauce.

Wash and remove all defective berries before cooking. Cranberries may be made into ornamental dishes without much trouble, and yet are sufficiently simple to be prepared by an inexperienced cook.

CRANBERRY BAVARIAN CREAM.—Whip two cups of double cream to a stiff froth, add one cup of sugar, and one tablespoon gelatin which has been softened in four tablespoons of cold water and liquefied over hot water. Keep the basin in a pan of ice until the mass begins to thicken perceptibly; then stir in one cup of strained and sweetened cranberry juice to which has been added four tablespoons of marsh-mallows. Fill a mold and pack in ice and salt for four hours.

CRANBERRY SHERBET.—One of the most appetizing ways of serving cranberries that require but little time for preparation is sherbet. The tart flavor will be found palatable in place of the many sweet varieties of sherbet. To four cups of stewed cranberry juice, add the strained juice of six oranges, and four cups of granulated sugar. Pour into an ice cream can and freeze until of a mushy consistency. Whip stiff the whites of four eggs, stir into the cranberries and complete freezing.

CRANBERRY CONSERVE.—Pick over and wash sufficient cranberries to weigh five pounds, then chop them coarse. Put two pounds of cleaned seeded raisins through the food chopper, then mix them with the cranberries. Thinly peel the rind from four large oranges, boil it in water, changing the water several times until the rind is tender, then chop fine. Put it into a saucepan, add the cranberries, raisins, ten cups of sugar, the pulp and strained juice of five oranges. Heat and cook slowly until reduced to a jam, then seal. This is excellent with meat.

CRANBERRY FRAPPE.—Boil one quart of cranberries and two cups of water for ten minutes. Strain through coarse cheesecloth, add two cups of sugar and boil until the sugar is thoroughly dissolved, stirring meanwhile. When cold add the strained juice of two lemons; if too tart add more sugar. Freeze to a mush, using equal quantities of ice and salt. Serve in glass cups with roast turkey.

SCALLOPED CRANBERRIES.—Moisten two cups of soft white bread crumbs with half a cup of melted butter. Butter a pudding dish, sprinkle in a layer of bread crumbs, add a layer of stewed and sweetened cranberries; twelve large seeded raisins, a little grated lemon rind and a little sugar; continue the layers until the crumbs are used, cover and bake for half an hour in a moderate oven. Serve hot with hard sauce.

Experience Extracts.

CATARRH OR COLD.—A teaspoon of warm honey taken every fifteen to thirty minutes affords great relief to colds and catarrh. A little can be kept in every house, and some taken at once on taking cold. (2) If, at the start, camphor is inhaled, or a little put on a lump of sugar and eaten, a cold can be broken up. (3) Inhaling aromatic spirits of ammonia will also often cure a catarrhal cold.

CHAPS.—The best preventive is perfect dryness, especially before going into the open air. To produce dryness, after washing and wiping, rub on cornmeal or chalk; then warm. An excellent application for chaps is glycerine one oz.; chalk 2 oz.; milk 5 oz.; mix and rub on. Vaseline or petroleum jelly is also good.

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“CROWN” BRAND CORN SYRUP



Stick to this brand and you have the best.

EDWARDSBURG STARCH CO., Limited, Montreal

CHILBLAINS.—These are usually caused by abrupt transitions from cold to heat. Do not warm very cold feet at the fire at once, but bathe them first in cold water. When chilblains appear rub them with a lotion made of 1 oz. of iodine in 3 oz. rectified spirits of wine; apply with a brush not more than once a day. Apply tincture of myrrh in water to broken or ulcerated chilblains. Protect inflamed chilblains from the friction of boots and shoes.

CHOKING.—(1) A marble or similar article in a child's throat may be dislodged by turning him heels upwards and shaking him. (2) Simple cases of choking are often relieved by merely striking on the back between the shoulders. (3) A hair-pin quickly straightened and bent at one end in the shape of a hook will sometimes serve to extract food, etc. (4) For a fish-bone or other substance in the throat at once insert a finger and press upon the root of the tongue so as to induce vomiting. If this fails let the patient swallow a piece of soft bread. Send for a physician at once. Repeatedly sucking lemons will help to dissolve a bone.

CHOLERA INFANTUM.—A teaspoon of milk and lime-water may be given every twenty or thirty minutes. It should be given cold. Lime-water may be given alone if the stomach will not tolerate the milk. In grave cases a few drops of brandy may be added.

COLD SORES.—These may often be prevented from developing by applying spirits of camphor on their first appearance. Cold cream is also a good application for them.

COLIC.—A teaspoon each of salt and finely pulverized black pepper in a glass of cold water will almost always give relief. Then give a dose of rhubarb. Also applying hot cloths to the abdomen, and giving warm water injections are useful.

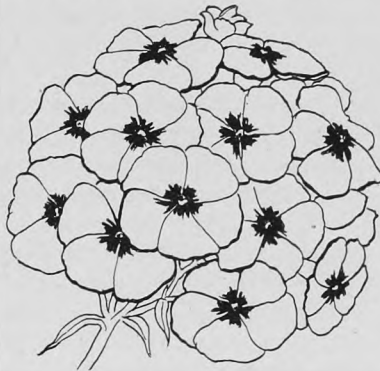
CORNS.—These are caused by the friction of ill-fitting shoes. HARD CORNS may be killed by binding on at night a piece of lemon, half a cranberry, or some cracker crumbs soaked in strong vinegar; leave on all night and pare off the corn in the morning. Apply two or three times if needed.

For SOFT CORNS trim off the thicker skin with scissors, apply carbolized vaseline and wear a little cotton batting between the toes, changing it often.

A WISE COUNSELOR tells tired women that it is not the work they do that tires them, it is the way they do it. The woman whose work is never out of her mind is the one who is always tired. The wife doing a week's work in her imagination after she goes to bed; the bookkeeper searching in her dreams through columns of figures for an obstinate balance; the schoolgirl shivering in anticipation of an examination; the dressmaker always apprehensive of displeased customers—all these are tired because they do not know what it is to have a mind at ease. A story is told of a conscientious worrier, who hurrying about her work, slipped and fell. The result, a broken hip, placed her for weeks out of reach of “the things which must be done.” Weeks of lonely rest brought her a new perspective of life, and a conviction that peace of mind is more than pies and cakes, and showed her in proper proportion the claims of her own nature as well as the appetites of her hungry family and the profits of the farm. Realizing at last that the worst enemy of good work is worry, she afterwards said, with a peaceful smile “my broken hip saved my life and soul.”

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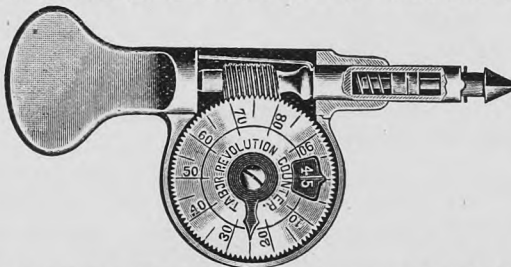
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In the

Canadian Thresherman and Farmer

JIM THORPE was one of Alaska's "bad men." Twice he had been before the bar of justice, charged with serious crimes; but each time he had managed to go free. These successes made him bold, but when he robbed the sluice boxes on number three above discovery on Real Gold Creek, he was recognized, and was afterwards arrested by Frank Souva, the deputy United States marshal at Fairbanks.

Souva had arrested Thorpe on both of his former experiences, and had furnished the evidence against him. There was no question as to his guilt this time, as sufficient testimony could be procured to prove it.

Jails in interior Alaska were not as secure as those on the coast; neither had jailers had as much experience in watching prisoners as elsewhere. It was only humane, thought the jailer at Fairbanks, to allow a barrel of water to stand in the main part of the jail. So also thought Thorpe, as he took one of the hoops and fashioned it into a saw with the aid of which he escaped.

There were only three reasonable avenues of escape from Fairbanks: Nome, Dawson, and Valdez. Thorpe was familiar with the Dawson trail and this he chose. Six weeks after his escape he was arrested at Eagle, as he was trying to make his way over the boundary line. Here he was held until the Fairbanks officers could come for him. It was Souva who came.

"Tough old sport," said the jailer when the deputy marshal announced his intention of returning with Thorpe over the ice. "Better let him board with me until the river opens."

"Rats! When the river opens he will be doing his 'bit' down at McNeil's Island."

"Better look out for him; I tell you he's tough."

"The tougher they are the better I like 'em. I've known this fellow for some years."

There was a touch of braggadocio in the officer's voice, but the jailer did not notice it. He knew Souva too well for that.

Thorpe, sitting in his cell, could hear the conversation between the two men, and when he noted Souva's determination to take him back over the ice, he managed to allow the scowl to relax, while the ghost of a smile played about his mouth. In such a plan there could not help being an element of chance, and he welcomed it.

It was sixty below zero when they started. A heavy fog obscured all objects, but this did not interfere with their progress long, for as soon as they struck the river-bed, where the wind had lifted the frosty mist, the atmosphere was fairly clear. The ice was practically free from snow, just enough remaining to give the dogs a firm footing. All that day they traveled, stopping only long enough to boil some tea.

The Last Laugh: A Tale of Alaska

By HARRY L. COHN

Nothing other than was absolutely necessary was said between the two. Their loose parkas flapped against their bodies, but if either felt the severe cold he said nothing. Occasionally one of the dogs would give an excited yelp, which would be echoed by the rest of the pack.

A convenient place was found to spend the night, and a camp was made. Souva had figured that he would arrive at the Red Fox roadhouse by nightfall, but he had not reckoned with the wind. The dogs were plainly tired, and so were the men, so he concluded to stop where they were.

The dogs' feed was cooked; and when their own scant meal of beans and tea had been consumed, Souva placed shackles on both the arms and feet of Thorpe, at which the prisoner complained. To this complaint, however, Souva was deaf.

In the morning Thorpe refused to assist in the preparations for departure when requested to do so, by Souva.

"You don't treat me like a white man and I won't work," he said.

"You don't deserve even the treatment you are getting," replied the officer. "Where are those handcuffs?"

Thorpe did not answer, and Souva looked about him carefully. A hole in the bank of snow showed where Thorpe had thrown them.

"Go and dig them out," said the officer, but Thorpe did not move.

Souva did not waste words, but with a heavy blow from his fist brought the man to the ground, where he lay in about two feet of loose snow. As he attempted to rise, Souva again threw him back, so that he was completely hidden. At last he allowed Thorpe to get to his feet.

"Go and get those irons," said the officer, and this time Thorpe complied with the request.

"If you will behave yourself I won't put them on you while we are on the trail, but if you get gay again they go on both your hands and your feet and you ride the sled."

Thorpe understood the threat; one could only keep warm in the open on such a day by either running or walking. It was colder than the day before, and both men shivered as they prepared to start.

As they turned a bend in the river, the lead-dog stopped of his own accord, whining and looking back expectantly, as though waiting for further orders. Near the place, but on the other side, the river was open, and between the open water and where the men now stood, the ice was clear of snow. The wind came down the river like a hurricane.

Souva unstrapped from the side of a sled, two long steel-pointed prods and handed one of them to Thorpe. As they started again, the wind seemed to pick them up and hurl them to the side where the water was, but Souva guided the leader well into the bank where some footing was to be had. Once or twice, dogs and load started to slide across the ice, but the men were able to check them by setting their prods down firmly.

It was unnerving work. They could not stop in the gale, for it was impossible to start a fire, and without one they would freeze. The dogs, too, realized the trouble; they had encountered glare ice before. Finally they came to a small bank and stopped. Souva went forward to adjust one of the dog-harnesses, and as he stooped down a leaping shadow caused him to jump aside. The pole, held by Thorpe, crashed onto the ice.

The men stood looking at each other.

"It would please me more than I can express, to put a bullet in you," said Souva.

"You have told me that before."

"Yes, and I will do it, too, if you are not careful. Hold out those hands."

Thorpe made no move to obey the command. Souva laid his hand on his revolver.

"Jim, I have stood for just about —"

Thorpe held out his mittened hands and the officer locked the handcuffs upon them.

"Ought to put irons on your feet, too, and I will if you make another break."

Thorpe had been walking ahead of Souva, holding the handles at the back of the sled. He continued to walk in the same position, but now he held one handle with both hands.

Another bend in the river could be seen where the banks appeared high enough to afford some protection from the wind, and there Souva decided to stop if it were possible to light a fire. The dogs recognized the possible shelter, for they increased their speed. Suddenly, as they attempted to cross the mouth of a small creek, a tributary of the river, the wind struck them with renewed force, and dogs, sled, and men were forced across the ice toward the open water.

"Take these things off and I'll help you," cried Thorpe as they started.

Souva made no answer.

"Give me a prod," again cried the prisoner.

"To hell with you! A ducking will do you good."

But the matter-of-fact tone was

belied by the manner in which the officer frantically drove his prod into the ice. Try as he would, the wind swept them along. Finally the leader caught a tuft of snow hanging to a snag, and whirled, running against the wind. The slide of the dogs and sled was broken, but not that of the men. Thorpe's hands slipped off the handles, he fell to the ice and was borne in the direction of the water. Souva managed to check himself.

Nothing was said. The handcuffed man slid slowly in the direction of the running water. Then Souva started after him. Neither was now a dozen feet from the water. Souva came to a standstill and planted his prod firmly in the ice; again he thrust it in the same place. This small excavation gave his moccasined foot some hold and the officer leaned out, pointing the prod to the other man. Thorpe was not more than two feet from the water when he reached up both hands and grasped the pole. Before Souva could pull him back to safety, his legs were wet to the knees.

The dogs stood at the opposite bank, whining and looking back at the men. Souva placed Thorpe in front of him and pushed him against the wind. The prisoner's feet were soon in a solid case of ice.

"Some day I will have you where I want you," said Thorpe, as he was bundled onto the sled, and the dogs started forward at full speed.

"Sooner have a fire right now to thaw out those toes, wouldn't you?" asked Souva, with a malicious grin.

They reached the bank and Souva quickly gathered what dry wood he could find about and heaped it together. The first match went out, and he bent over the twigs with more caution when he tried the second. A small blaze shot up, and he bent over to blow upon it. As he did so, Thorpe, who had crawled from the sled, struck at him with his manacled hands. Souva dodged just in time to receive the blow on his shoulder, almost stunning him.

The fire was burning in a feeble manner, and Souva took out his revolver and pointing it at the prisoner, ordered him to hold out his arms. Thorpe did so and the handcuffs were unlocked.

"Put your arms about that tree," said Souva, pointing to a small pine which stood near them.

"You were never a fellow to give anyone a show," snarled the prisoner. "Wouldn't do that even when we was kids."

"Hurry up!" answered Souva.

The prisoner put his arms around the tree, and the handcuffs were again locked upon his wrists. Both men stood still. The cold was intense, and inactivity without a good fire meant death.

"Guess you will be good for a few minutes," said Souva, glaring at the back of the man.

"If you could have fixed me this way when we was kids, Frank,"

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ARCH. DALL

said the prisoner at last, "maybe you could have got Anna, after all."

Pinched and cold as the officer's face was, it burned when the prisoner uttered these words. Then a whiteness as of the snow settled in its place. Without a word he walked to where the man stood locked to the tree, and slapped him on the face; then he repeated the blow with added force.

"Guess I ought to kill you," said Souva, "and I would, only that would prevent that much-needed vacation down at McNeil's."

Thorpe was not the man to take a blow without retaliation. One of his frozen feet shot out backward and landed in the pit of Souva's stomach. The prisoner smiled as he heard Souva fall with a groan. Then he stood still, waiting what-

ever punishment Souva might see fit to inflict upon him.

As none came, he began to grow uneasy. Standing as he was he could not see Souva, although he twisted his head trying to do so. Then he commenced to circle the tree with his arms outstretched. Every movement caused needle-like pains to shoot through his body, of which he knew the meaning. At

last he stood facing the officer, who lay as he had first fallen. Thorpe smiled. Then he looked at the kindling, and noticed the fire had gone out. The smile died away.

"Well, get up, you big baby," he said at last.

Souva did not stir.

"Guess I've got myself in a hell of a boat," he muttered.

(Continued on page 69.)

THE FUNNY WORLD

Chicago
ENGRAVERS CO.

The matter on this page lays no claim whatever to originality. The one idea is to amuse, to provoke a smile. If it fulfils this mission we shall feel amply repaid for the time and labor expended in its preparation. Have you read or heard something that has made you laugh? Has it chased dull care away for a time? Then pass it along for publication in our Funny World. Such contributions will be greatly appreciated.

Master—"I'm sorry to hear, Pat, that your wife is dead."

Pat—"Faith an' tis a sad day for us all, sir. The hand that rocked the cradle has kicked the bucket."

"Do you know that I got an awful fright the day I was married!" said Jones. "Yes, I know you did," replied Robinson. "I was right there in the front pew and got a good look."

"Goodness, Mammy, what a funny name for a child! How in the world did you happen to call him 'Prescription'?" "Ah simply calls him dat becuz Ah has sech hahd wuk gittin' him filled."

I think it is Mark Twain who says that when a woman goes to buy a collar she returns with a new silk waist, a pair of gloves, ten yards of dress goods, several toilet articles, some window curtains, and a refrigerator.

"What broke up the Ladies' Debating Society?"

"The leading member was told to prepare an essay on the yellow peril. She did so, and the opening sentence read: 'Yellow apparel is very trying to most complexions.'"

"Let me see," said the minister, who was filling out the marriage certificate and had forgotten the date, "this is the 5th, is it not?"

"No, sir!" said the bride, with some indignation, "this is only my third!"

Lillian Braythwaite Hill, writer of humorous advertisements, spoke at a business men's dinner in Chicago, on "Fun in the Ad." Miss Hill began in this way:

"Does it pay to advertise? Well, I should say so. A man came to an editor in the town of Shelbyville, one day and asked that question.

"Does it pay," said the man, "to advertise in your paper?"

"Does it pay to advertise in my paper? You just bet it does," the editor replied. "Look at Sands, the cash grocer, for instance. Sands advertised for a boy last week, and the very next day they had twins at their house—both boys."

An old maid had a parrot whose favorite expression was, "I wish the old woman was dead."

This worried her a great deal, and one day when the minister called, she spoke to him about it. He said he had a parrot which only said religious things, and that he would bring it over some time and see if it would not break her bird from saying its favorite expression. So one night they were going to have a meeting at her house, and he gathered up his parrot and took it with him. When he went in he hung his cage up near where the old maid's was hanging. The meeting was being opened with prayer, and all of a sudden her parrot said:

"I wish the old woman was dead."

The minister's parrot cocked his head, and, looking at the other parrot, in a solemn voice said:

"We beseech Thee to hear us, good Lord."

FRITZ—"Mike, wake up right away! Vat's dat noise?"

MIKE—"Aw! lay down an' go t' shlope. It's the bed ticking."

"There's wan thing," said Cassidy, in the restaurant, "that's always puzzled me."

"Only wan thing?" piped Casey, sarcastically, "an' w'at's that?"

"Is turtle soup fish whin 'tis made out o' veal?"

A young swell rode up one day to call on a witty Scotch farmer. In stopping at the door, the young man's horse gave an awkward stumble, and threw his rider over his head. The farmer, eyeing the caller, remarked: "I dinna ken fat kin' o' a rider ye may be, but ye hae an uncommon quick wey o' lichten."

"Don't you think it's a duck of a bonnet?" said Mrs. Taddells to her husband, whom she had dragged to a milliner's shop.

"What's the price?" asked Mr. Taddells, warily.

"Only fifty dollars."

"No, it's not a duck of a bonnet; it's a pelican."

"Why do you say that?"

"A pelican has a bigger bill."

SCHOLAR—"Mother's compliments, sir, and she wishes me to stay away from school to-morrow, for a funeral."

SCHOOLMASTER—"O, is one of your near relatives dead, then?"

SCHOLAR—"No, sir; only a cousin of my aunt."

SCHOOLMASTER—"Well, this time you can go, but I had much rather that it had been a nearer relative."

LITTLE Bob, who for some months had invariably ended his evening prayer with "Please send me a baby brother," announced to his mother that he was tired of praying for what he did not get, and that he did not believe God had any more little boys to send.

Not long afterward, he was carried into his mother's room very early in the morning to see twin boys who had arrived during the night. Bob looked at the two babies critically, and then remarked: "It's a good thing I stopped prayin, or ther'd been three of them."

A BREWER's dray had collided with a heavily laden milk cart and sent can after can splashing into the street. Of course, the world assembled to watch the great event.

A small man, coming up late, had to stand on tip-toe and keep dodging his head from side to side in order to see past an enormously stout woman who was just in front of him. "What is it? What is it?" he kept on asking.

At last he caught a glimpse of the shattered cart and the fresh white milk streaming through the street.

"Goodness!" he exclaimed. "What an awful waste!"

The stout woman looked at him. "Mind your own business, sir," she said. "I have a right to as big a waist as I like."

At an evening party they were playing a game in which everybody in the room makes up a face, and the one who makes the worst face is awarded a prize. They all did their best, and then the judge went up to one of the women and said, "Well, madam, I think you have won the prize."

"Oh!" she said, "I wasn't playing."

THERE was started a movement to have the kilts of a certain one of the British "Highland" regiments discarded in favor of ordinary trousers.

The colonel is the descendant of a long line of Scotch lairds and strives earnestly to uphold the old traditions.

The sergeant who took the census of the regiment, finally appeared with his report.

"All the men, with the exception of three, are in favor of the change, sir," he said.

"Indeed!" the colonel said. "Tell me the names of these three true clansmen. They shall be promoted."

"They are, sir," he said, "Patrick Doolan, Hans Steinbrenner and Moses Isaacs."

A doctor came up to a patient in an insane asylum, slapped him on the back, and said: "Well, old man, you're all right. You can run along and write your folks that you'll be back home in two weeks as good as new."

The patient went off gayly to write his letter. He had it finished and sealed, but when he was licking the stamp it slipped through his fingers to the floor, lighted on the back of a cockroach that was passing, and stuck. The patient hadn't seen the cockroach—what he did see was his escaped postage stamp zigzagging aimlessly across the floor to the baseboard, wavering up over the baseboard, and following a crooked track up the wall and across the ceiling. In depressed silence he tore up the letter that he had just written and dropped the pieces on the floor.

"Two weeks! Hell!" he said. "I won't be out of here in three years."

The garrulous old lady in the stern of the boat, had pestered the guide with her comments and questions ever since they had started. Her meek little husband, who was hunched toad-like in the bow, fished in silence. The old lady had seemingly exhausted every possible point in fish and animal life, woodcraft, and personal history when she suddenly espied one of those curious paths of oily, unbroken water frequently seen on small lakes which are ruffled by a light breeze.

"Oh, guide, guide," she exclaimed, "what makes that funny streak in the water—No, there— Right over there!"

The guide was busy re-baiting the old gentleman's hook and merely mumbled "U-m-m-m."

"Guide," repeated the old lady in tones that were not to be denied, "look right over there where I'm pointing and tell me what makes that funny streak in the water."

The guide looked up from his baiting with a sigh.

"That? Oh, that's where the road went across the ice last winter."

A Simple Philosopher.

BY CHARLES HANSON TOWNE.
(A Prize-Winner in the "Cheerful-Verse Competition")

I'm tired—an' I know you are!—of them
great, lazy men
Who're always sayin' thet this world
much better might've be'n,
Yet never turn a hand to try to make
things move along,
But set around an' critterize an' say
what's right is wrong;
Thet ain't in love with anything but laziness
an' strife.
Why don't they perk up, do some good,
an' fall in love with life?

This world ain't half the gloomy place
thet some folks says it is;
It seems to me the good Lord knew the
business thet was his!
There's heaps more days of sunshine than
there ever is of rain,
An' I have my doubts about the joy
bein' lesser than the pain.
It's easy, pretty easy, to take sorrow fer
yer wife,
But bless my stars, I'd rather be jes' good
in love with life!

Don't tell me thet yer troubles come, an'
likewise all yer tears,
Without yer runnin' after them somewhat,
fer it appears
Thet what you WANT in this here world
yer pretty apt to get;
Yer joys don't come, I notice, if yer jes'
stay home an' set!
There's too much trottin' after pain an'
runnin' after strife;
Let's chase the sunshine an' the joy; let's
fall in love with life!

The Depths of Space.

Did you ever gaze into the vast
depths of space above you until
your thought fairly became dizzy
with the contemplation? Camille
Flammarion puts it thus:

Taking the earth as a starting
point, we will go in a straight line
to any point of the heavens. We
start. At the end of the first second,
traveling as we are with the
velocity of light, we have already
gone 186,000 miles; at the end of
the second, 372,000. We continue.
Ten seconds—a minute—ten minutes
have elapsed—111,600,000 miles
have been passed. . . . Carried
on without stopping by this
same rapidity of 186,000 miles each
second, let us penetrate the expanse
in a straight line for whole
years, fifty years, even a century.
. . . . Where are we? For a long
time we have gone beyond the last
starry regions which are seen from
the earth. No mind is capable of
following the road passed over;
thousands of millions joined to
thousands of millions express . . .
but we have not advanced a
single step in space. We are no
nearer a limit than if we had remained
in the same place.

The coldest place on earth inhabited
by man is Verkhoyansk, above the
Arctic circle, in north-eastern
Siberia. The thermometer there
drops to 90 degrees below zero in
January, but some times rises to
86 degrees above zero in the shade
in July, dropping, however, to the
freezing point on the warmest
summer nights.

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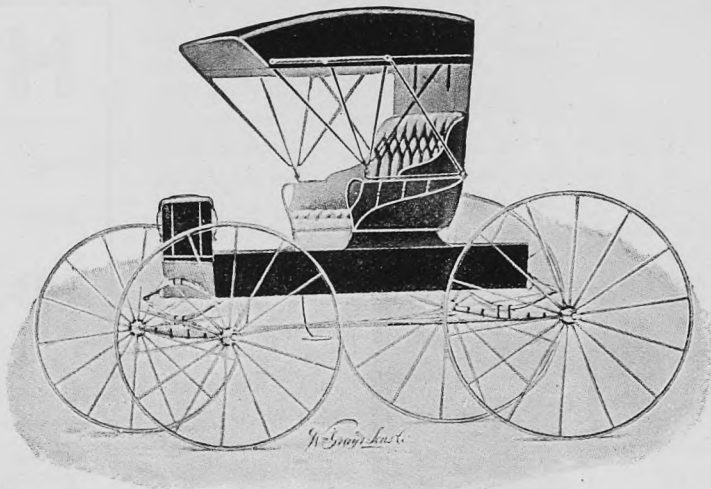
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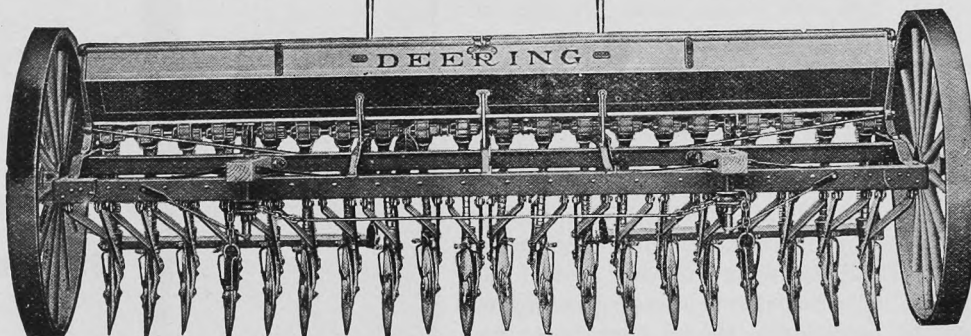
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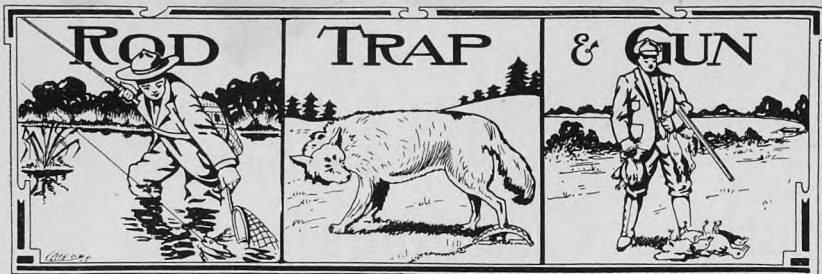
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As the Goose Flies.

BY MELLIE G. DAVIDSON.

THERE'S a wanderlust within my heart;
A longing for the wildwood
Where I can roam from care apart
As in the days of childhood.

The "tang" of pine is in the air;
And hoping much, I'm dreaming
Of a shady fern-dressed forest, where
A mountain stream's careening.

Oh, to see again the timorous look
Of deer, with light step creeping
To drink from out that sparkling brook
On whose bank I lie a-peeping.

To stand once more with far flung line,
Where the deepest shadows loiter;
To slip and splash 'neath bush and vine
As that stream I reconnoiter.

Oh, once more in fire-lit camp to lie;
Wooing "God of sleep's" caressing;
While the pines above sing a lullaby
Sweet as a mother's blessing.

Silver Fox Farming.

By A. H. OSGOOD.
U. S. Department of Agriculture.

OF all the products derived from wild animals, furs are the most useful and valuable. They are scarcely less important to the most civilized than they once were indispensable to primitive man, but expanding civilization is steadily diminishing the supply of furs, both by increasing the demand and by encroaching upon the territory in which they are produced, therefore this article.

The growing and world-wide demand for furs of high quality can be met only by increasing the number of the animals producing them, and one great means of increase is the industry of fox farming. As a business, fox raising is still in the experimental stage, and although many experiments have failed, a few have succeeded to an extent indicating important possibilities for the future. Success is not due, however, to following out any set of rules, but depends upon the personal fitness of the one conducting the undertaking.

The expense of raising foxes is comparatively small. After building yards and securing stock, running expenses are slight. Without making extensive estimates of the profits of a well established fox farm, it may be said that every silver fox is likely to yield a pelt having a market value of over \$100.

Even pale skins bring this figure, and pure black skins command almost fabulous prices, ranging from \$500 to \$2,000. It is therefore evident that a moderate income may be derived by raising comparatively few foxes. In the present stage of the business the sale of foxes for breeding stock is very profitable, as the live animals in good condition often bring not less than \$500 per pair.



Like many new enterprises, fox raising is a business regarding which opinions differ.

The favorable facts are that silver foxes are easily and securely kept in simple wire enclosures; that suitable food for them is cheap, and that their disposition and the quality of their fur can be improved by selective breeding. Opposed to these are the unfavorable facts that they are by nature suspicious, nervous, and not inclined to breed regularly and successfully, except when cared for by experienced persons more or less gifted in handling them. The number of persons engaged in the business is relatively small, yet many of the initial difficulties have been overcome, and it is therefore probable that under proper management fox raising will be developed into a profitable industry.

Inclosures for foxes are made with some of the many varieties of woven-wire fencing. No. 14 galvanized wire is best and the mesh should not be greater than 2-in., as young foxes are able to wriggle through openings 3 in. square. The fencing should be about 10 ft. high and sunk into the ground 2 ft., while at the top 2 ft. should be allowed for an inward overhang to prevent the animals from climbing out. The sunken part may be turned in 1 ft. or more, and flat stones may be laid at the edge to prevent escape by digging. Experience shows that this precaution is rather more than necessary, as the foxes try to escape by digging only at the edge of the wire, never seeming to think of starting to dig further back and under. The use of stones, however, is usually but little additional expense. The way they are laid is shown in one of the illustrations. The overhanging horizontal wire is easily adjusted along the top of the fence by means of cross pieces on the posts. This is essential, as foxes are good climb-

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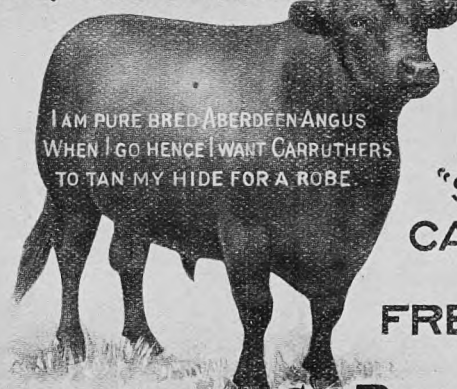
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ers, and in winter snow often greatly reduces the distance to the top of the fence.

The fox farm of exaggerated newspaper account usually is represented as occupying a lonely island or a vast enclosure of wild land, and too often beginners are led to believe that such places are essential. This is not the case, for, although

Artificial Shelter Suitable for Fox Raising.

an ordinary back yard is not quite sufficient, but little more is required. If the inclosures are too large, particularly if they afford a variety of conditions, the foxes remain so wild as to be unmanageable. On the other hand, if the enterprise is conducted in limited quarters in a city, or even in a small village, where the animals are often disturbed by visitors, they become restless and suspicious and do not breed well. The best conditions, therefore, are neither exactly natural, nor yet too artificial. Foxes require but little space and thrive in inclosures not more than 40 ft. square. These may be but a few

Artificial Shelter Suitable for Fox Raising.

yards from a farmhouse, or, if visitors are excluded, in a quiet place on the outskirts of a village. Perfectly open ground has been used with fair success, and in other cases yards have been situated in thick woods, but neither extreme is desirable.

The foxes often dig natural dens in the ground, but it is easy to accustom them to artificial shelters. These should always be constructed with reference to the exclusion of

The Woven Wire Fence.

light. Two designs of shelter are shown in the illustrations.

Wild foxes eat great varieties of food, including mice, rabbits, birds, and insects such as grasshoppers, crickets, and beetles. At certain seasons large quantities of berries also are eaten. Meat, therefore, is only part of the natural diet, and many fox breeders, failing to realize this, have fed meat largely or exclusively. A mixed diet should be fed them, including such food as bread, milk, table scraps, or manufactured dog biscuits, all of which are relished and have the proper nutritive values.

(The cuts in this article are used by courtesy of "Popular Mechanics.")

The Last Laugh: A Tale of Alaska.

(Continued from page 65.)

The dogs stood whining in their harnesses, whining and trembling with cold.

Thorpe regarded Souva with a sort of fascination. He seemed to grow to immense proportions. The ice hanging to his mustache seemed of itself bigger than the man. The eyes were partly open, and the head was propped up so that they regarded Thorpe with a vacant stare.

"Don't look much like he did when he was a kid," muttered the outlaw, as he stamped on the ground.

Then it dawned upon him that his limbs were growing numb and that this numbness was gradually creeping up. He well knew its meaning, yet he was not the one to cry out. It was not his first day in Alaska. Help could not come along the river without his seeing it. So he began jumping up and down, working his elbows out and in to keep up circulation.

The tree was but a small one, and it occurred to him that it might be possible for him to climb to the top or at least far enough up to break it down, thus freeing himself.

It proved hard work, but he started up, holding on with knees and elbows. The first branch was passed after great effort. But as he went higher the wind struck him, going to the very bones. He was growing numb all over, and he saw that his strength would not last until he could get to the top. So he started down, but his knees could no longer hold to the tree and he dropped. The first limb he had passed caught his arms and held him suspended in mid-air. The weight of his heavily clad body was almost wrenching his arms from their sockets, but this he did not notice. His head was leaning forward, his eyes on a direct line with those of the frozen officer.

Thorpe was drowsy. The effort was not worth while. He wanted to sleep—sleep with his eyes open, watching his old play-mate. He wanted to dream of the days when he and Souva had attended the same country school.

One of the dogs howled, but neither of the men heard.

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(47)

The Development of Motive Power on the Farm.

(Continued from page 14.)

Produce Gas Plant installed on the premises and to see the farmer marketing his produce in a utility automobile. No one, I think, can gainsay the fact that the gasoline engine is an economical machine and has come in the interest of economy and efficiency, and therefore to stay.

What benefit then will the farmer derive from this rapid change in farming practice? It will make him far more independent of hired help; will relieve him of much drudgery; will render farm work more agreeable and expeditious and shorten the hours of labor; increase his production in quality and quantity; will raise the status of his occupation; will demonstrate to the world at large that the farmer is capable of dealing with new conditions and circumstances; of managing new machinery by adapting himself to improved style of work whenever necessity demands it; that he is no longer "the man with the hoe", but the man with the machine, and constrain him to realize the dignity of his calling.

Carrots for Horses.

Every farmer should grow enough horse carrots to feed each horse about 1½ pounds each night. It will prevent and cure chronic cough. It keeps the horse in good health throughout the long months, when Western horses are so liable to get out of condition through inaction and the feeding of rough hay and irregular meals.

A good cure for heaves if not too far advanced, is to put one teaspoonful pulverized blood root every night in feed. Follow up till cured.

SOWING BEARDLESS BARLEY.

Some farmers are prejudiced against growing beardless barley. If handled properly it is a very profitable grain in two ways, i.e. killing wild oats and preparing the soil for wheat. Fall plow the ground and sow the barley the following spring right after the wheat is in and as soon as the danger of frost is over. Don't allow it to get too ripe but cut it before the heads begin to break down. As soon as it is fit stack it and plow the ground. This is as good as a summer fallow. Miami, Man. H. H. STOREY.

A Good Roofing.

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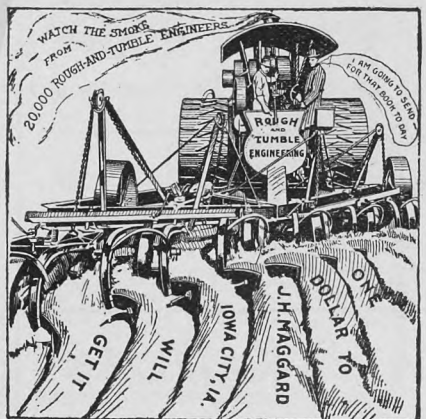
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MINNEAPOLIS
Minn.

Farmer Folk of the Frozen North.

(Continued from page 9).

these shelves, together with a goodly sprinkling of phlox. In the corner angle by the windows, there are shelves, deeply banked with growing fern and with fuchsias and the like, these much like the indoor flowers of the States.

On the broad sills, inside each such window, was a pickle-jar filled with ferns, and in these, a bouquet of white phlox and white chrysanthemums. In another corner there is a fernery.

The dining-room door even, is draped with festoons of cedar at its top, and with flowers along its sides.

And at wedding-time the groom wears a pink rose for buttoniere.

It really is remarkable, this display.

Nor are their vegetable gardens any the less worthy of admiration.

They are farmers, withal missionaries, and fishers. The flowers that bloom here each year are quite as good as those to be found in almost any German garden.

Practical Talks to Threshermen.

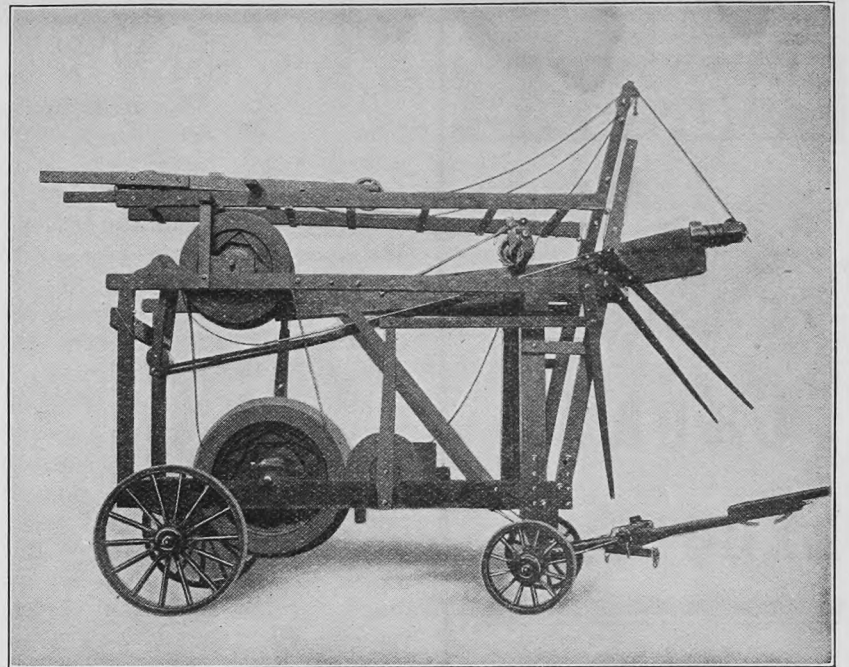
(Continued from page 16.)

be scarcely any change in speed during a rotation of the wheel. On the other hand, without either a fly wheel or a crank disc, an engine would not be able to make a complete revolution, but would stop on the first center. Gas engine fly wheels are made very heavy at the rim in order to absorb enough energy to carry them several revolutions at a uniform speed when they receive no explosion. A fly wheel does not add any to the power of an engine whether it be large or small, it simply tends toward more uniform motion.

Recruits From The Farm.

“Better recruits than the sailors,” said an engineer on the Singer building, “are the boys from farms. Here is how we get ‘em: A big railroad bridge is being built over a river. The boy from the farm comes to watch it. He sees the men climbing out over the water, using ropes for staircases, taking all kinds of daredevil risks. And pretty soon his jaws fall open, and he says to himself that this here game beats the circus all hollow.

“He ends by getting a job, an easy job at first, inshore, carrying the water-pail or shoveling sand. All this time he’s watching the circus out over the river. He watches his chance; he gets out there himself, learns how to tie ropes and to sit on air. In a few months he is one of the gang. And then good-bye to the farm. It’s a roving life after that, from Halifax to the Rockies. High pay, a free hand, and excitement every minute. It’s raelly you’ll find a man on the steel who isn’t glued for life to his work. It’s a kind of a passion.



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Manitoba Agricultural Societies in Convention.

Our readers will be interested to know that the next Annual Convention and Grain Show of Manitoba Agricultural Societies, will be held at the Agricultural College, Winnipeg, beginning February 16th and continuing throughout the week. It is intended to make this event an important one in the agricultural history of Manitoba. In addition to the discussion of important agricultural questions arising out of the regular business of the Agricultural Societies' Convention, a series of lectures will be delivered in judging stock, poultry, grains, vegetables and dairy products, for the benefit of all who attend.

On the evening of Tuesday, February 16th, there will be a special assembly of persons interested in agricultural education in Manitoba, held in the Auditorium of the Agricultural College. The Hon. Minister of Agriculture, Mr. Roblin, has consented to act as Chairman, and addresses will be delivered by prominent persons in the world of agricultural education.

A new feature of this Convention, it is expected, will be meetings for farmers' wives and daughters. A programme is being prepared dealing with household economies. A special classroom will be set apart in order that many subjects relating to the homes may be discussed during the time the men's meetings are held elsewhere.

It is expected, also, that the Provincial Dairymen's Association and Horticultural Society will meet at the college during the same week.

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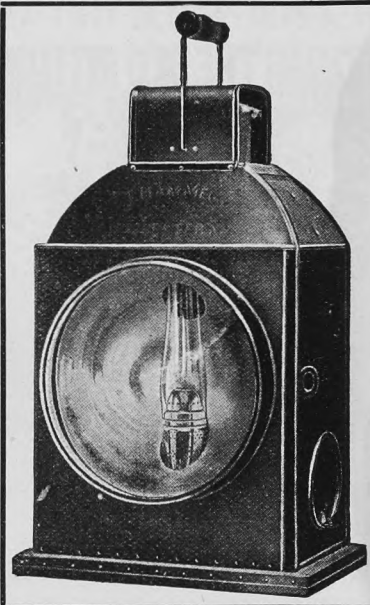
Statistics recently compiled in regard to German university life show that men are dropping medicine as a profession, while women are turning to it.

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Ham's Headlight is thoroughly dependable, a party who bought two of them wrote us: "We found them all that is claimed of them and would not run without, as we have saved more than time enough to pay for them half a dozen times in night moving, besides the danger of moving with poor lights."

Remember you run no risk when you buy a Ham Headlight, as they are strictly guaranteed to give perfect satisfaction, but beware of substitutes, there are a great many cheap inferior headlights being sold on the Ham Reputation but our name appears on every headlight we make, therefore if your dealer tells you it's a Ham, look for the name C. T. Ham Mfg. Co. and if you do not find it, you can make up your mind it's a fraud, don't buy it, but write to us and we will see that you are supplied with a Genuine Ham Headlight.



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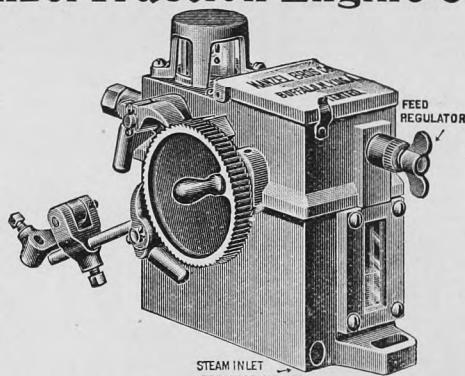
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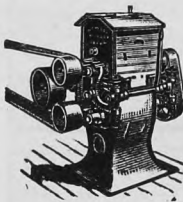


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Old Christmas Returned.

All you that to feasting and mirth are inclined,
Come, here is good news for told easure your mind;
Old Christmas is come for to keep open house,
He scorns to be guilty of starving a mouse:
Then come, boys, and welcome for diet the chief,
Plum-pudding, goose, capon, minced pies and roast beef.

The holly and ivy about the walls wind
And show that we ought to our neighbors be kind,
Inviting each other for pastime and sport,
And where we best fare there we most do resort;
We fail not of victuals, and that of the chief,
Plum-pudding, goose, capon, minced pies and roast beef.

All travelers, as they do pass on their way,
At gentlemen's halls are invited to stay,
Themselves to refresh, and their horses to rest,
Since that he must be Old Christmas's guest;
Nay, the poor shall not want, but have for relief
Plum-pudding, goose, capon, minced pies and roast beef.—OLD CAROL.

Removing Wild Oats.

The first year I spring-plowed the land two and a half inches deep, and sowed wheat, I used perfectly clean No. 1 Northern for seed, and sowed two and one-eighth bushels per acre at a depth of two inches. As a result, my car graded, "rejected for wild oats," and this was better than I expected; it was mostly oats.

I threshed as soon as the grain was fit after cutting, and then started the plow set at three inches, following this with a heavy set of harrows. In about three weeks the oats started to come up and by freeze-up the ground was well coated, and I think the frost killed them, as there was no sign of them in the spring.

The following spring I harrowed the ground thrice before seeding and once after. I put the grain near the surface (about an inch and a half) so that it got an early start. As this was a late spring (1907) with good growing weather, the wheat was pretty well advanced before the oats, which were deeper in the ground, had begun to sprout.

When I cut the wheat the oats were not headed and after the grain was threshed it was very hard to pick an oat out of it. I afterwards sold some of it for seed to my neighbors and they were delighted with it.

I think by following the same plan for another year the oats still in the land would have been destroyed, but as I had to get on my homestead the next spring, I let the farm go. The use of clean seed and thoroughly cultivating the land is the main thing to keep the weeds out.

H. BENNER.

Lloydminster, Sask.

The Servians have a great dislike for fair hair, and even the white locks of age are dyed to the favored dark shade.

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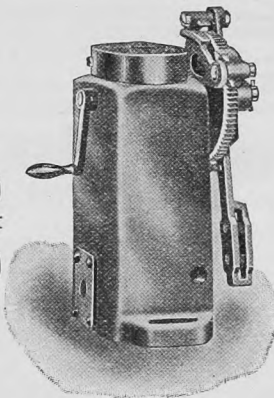
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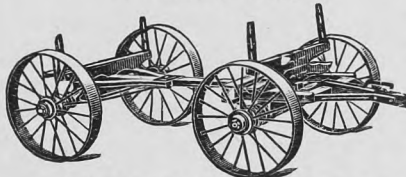
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A Christmas Steak.

(Continued from page 54.)

push through or to one side of the bushes and fall over the precipice? Below there on the boulders my body might soon be seen by some hunter, and certainly my clothing and bones would be found in the spring or sooner. But what of God? In His sight I should be guilty of suicide if I anticipated by but a little what seemed my doom!

I half rose in this new agony and put my right hand among the bushes, meaning to lean and look over the cliff. Now the moon was clear. My hand hit something hard. With a loud cry of joy, I was grasping my hunting knife! This had slipped out of its sheath during my sliding and lodged among the bushes.

"Praise God, from whom all blessings flow!" My heart was mightily cheered with the sense that he had not forsaken me. As I turned to the steep slide and began hacking out holes for climbing I had little thought of how small was still my chance of escape.

But I was very careful, working there in the moonlight. Should my knife slip from my hand it would hardly be stopped again by the fringe of bushes. Should hands and feet fail of their hold on the slope I might slide aside from that fringe and go over to death.

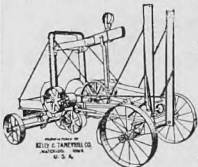
I picked and dug until I had three pairs of holes extending as far up as I could reach. Then when I had moved my feet into the lowest of these holes and was cutting a fourth pair at my full reach my new strength left me suddenly. There I rested, face down, for many moments.

Again I set to work; again I drew myself up: on I went as far as my strength would allow, and again exhaustion forced me to rest. But now I was up twenty-five or thirty feet from the clump of bushes, and the fear that I might slip, slide down and miss them in sliding became extreme horror. I could not endure this. Very cautiously I let myself down again till I lay once more among the friendly bushes.

The tale would be long to tell how I went up again and again, each time gaining a short distance and each time compelled to descend by the fear of losing my grip or fainting and sliding aside from the bushes. My weakness, probably from loss of blood, was such as I cannot describe to the understanding of one who has never felt the like. My limbs trembled as with an ague. And all this time I had to work with and place my main dependence on my awkward, unwounded left hand and arm.

After a long time I reached the stunted pine against which my Winchester had been exploded in my descent and rested, straddling the tree, holding my arms around it and looking down toward the cliff. Now the moon was often obscured by clouds, a strong wind had risen, and I ex-

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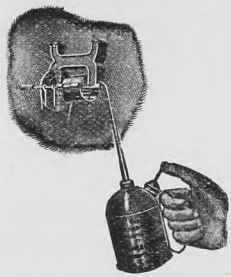
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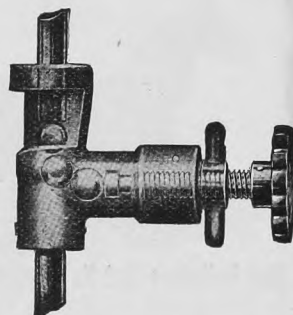
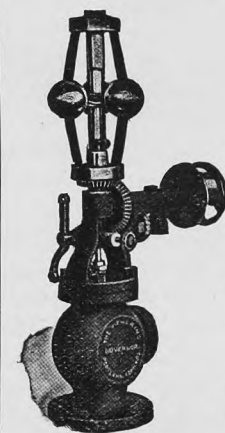
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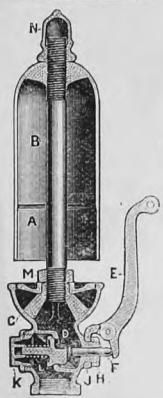
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101

pected a regular Canadian blizzard. But it proved to be only a squall, and again I turned to my work.

To let go of the tree and turn round safely put me to an agony of doubt, but I did it and lay trembling, face down, with my feet against the tree, till I found strength to hack and dig again. I can remember little of what I did after that till at last I drew myself up and lay on top of the mountain.

For some time I could not move, and when I did stand up I doubted whether I had strength to escape, after all. My steps were feeble, and my brain reeled, but I still staggered on toward Nelly and the baby. It was not till I had passed almost to the foot of the mountain keeping always in my morning tracks, that I sank down and



Then Nelly Came.

found myself unable to rise.

Then Nelly came. That brave little wife of mine had actually left the baby sleeping and set out all alone across the snow in the moonlight to track me. She had come two miles. She had begun to climb the mountain when I saw her suddenly but a few yards away.

The bottle of tea she carried wrapped in a cloth was still warm when she knelt beside me, and it roused me quickly to some strength. Certainly she saved my life, for I could not have risen again and should have been frozen to death but for her bravery. How we got home to the baby is a story I need not dwell on.

What Nelly did with all that Christmas dinner I do not know, for I was sick and senseless for more than two weeks. But in the end I was as well as before except that I had paid a good Winchester and a belt of cartridges for a venison steak that the fat black tailed doe continued to carry where it grew.

A King and a President in Butter.

A remarkable statue of the meeting of King Edward and President Fallieres, was carved in butter by a well-known sculptor, and took four weeks to complete. During that period the butter was kept at the freezing point. It was one of the exhibits in the Canadian Pavilion at the Franco-English Exposition. The service of a powerful refrigeration plant was required to keep it intact.

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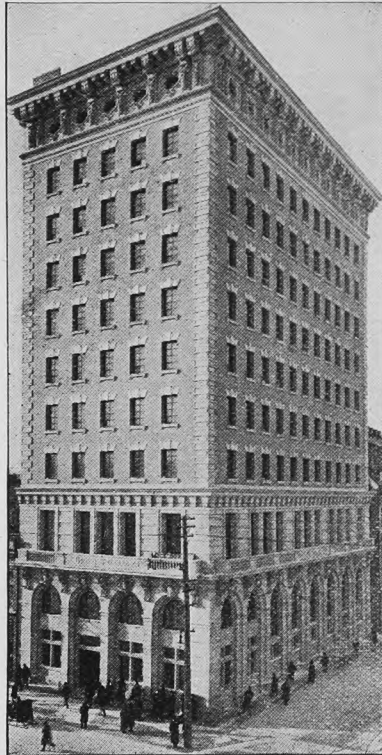
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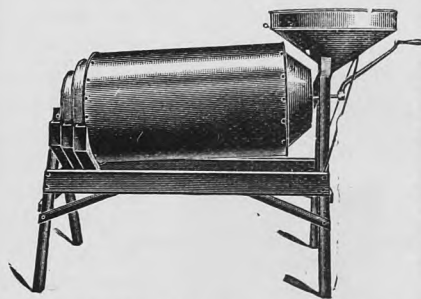
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J. D. MCGREGOR,
President Manitoba Winter Fair and Fat Stock Show.

ince. The premium list which will be ready for distribution about the middle of December, is an exceedingly attractive one and the premiums offered in the different sections are bound to bring out a large exhibit. The classification in the cattle classes has been arranged with a view to encouraging the winter-fed cattle industry, which is rapidly becoming such an important factor in the farming life of Manitoba, and the premiums which will be offered in the sheep, swine and dressed carcass departments should meet with the approval of breeders.



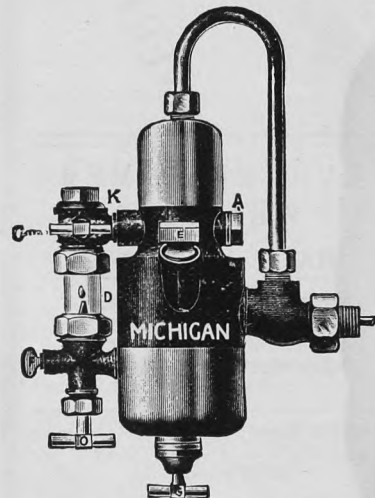
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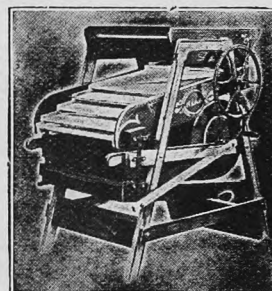
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Christmas in Sight of Home.

The mistletoe hangs near the sea-kissed
sails,
And the waves as they follow us, fleck'd
with foam,
Are bearing a vessel from sea to shore,
And a dozen brave hearts to their
Christmas home.

Storms and sorrows are left behind
With the roar and rock of the endless
tide,

That speeds the son to his mother's mars,
And the sailor's heart to his destined
bride.

Fortune and Fate, we have followed them
both
In the hammock below and before the
mast,

But it's over now, the journey's done,
And the weary mariner's home at last!

What shall we find when we reach the
shore,
With Christmas hearts and the bells
in tune?

Will love be true as December frost,
Will the wife be the same as we saw here
last,
Kissing her hand as the sun went down,
When the vessel was lost in a haze of mist,
And the lights grew less of the dear old
town?

It doesn't look well to be down in luck
When the Christmas bells in the frosty
air
Are filling the world with a sound good
will,
And freeing the heart from a blank
despair.

But I recall such a morn as this,
When we'd hung the mistletoe made
for love,
Secure in the topmost spars, up there,
And the fluttering ensign waved above.

We had sailed to port on a Christmas
morn,
To greet the woman that each loved
best;
They filled my arms with a baby boy
And said my mother had gone to rest,
And down to the vessel they raced—but
one,
She sank with a wail on her bended
knee,
For we told the lass, as our tears ran
down,
We had buried our mate in the sad,
salt sea.

There are sorrows and smiles in a sailor's
life,
There are husbands lost and children
born
To those who watch, and to those who
wait,
When the ship sails home on a Chris-
tmas morn!

But cheer, my lads, as we shorten sail;
Put the little one quick in my arms to
take
A mistletoe kiss from the lips of land,
And give us some luck for the sailor's
sake.

The dripping garments of sailors saved
Were the votive gifts in the days of
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Let ours be hope, and a sailor's prayer,
When Christmas comes with a sight of
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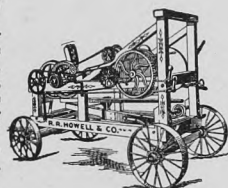
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